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A SHORT REPORT ON THE PROVINCE OF KUEI-CHOU,

COMPILED IN THE INTELLIGENCE BRANCH OF THE QUARTER MASTER GENERAL'S DEPARTMENT, SIMLA, FROM ALL AVAILABLE SOURCES.

BY

CAPTAIN A. W. S. WINGATE,
14TH BENGAL LANCERS.

MILITARY RECORDS

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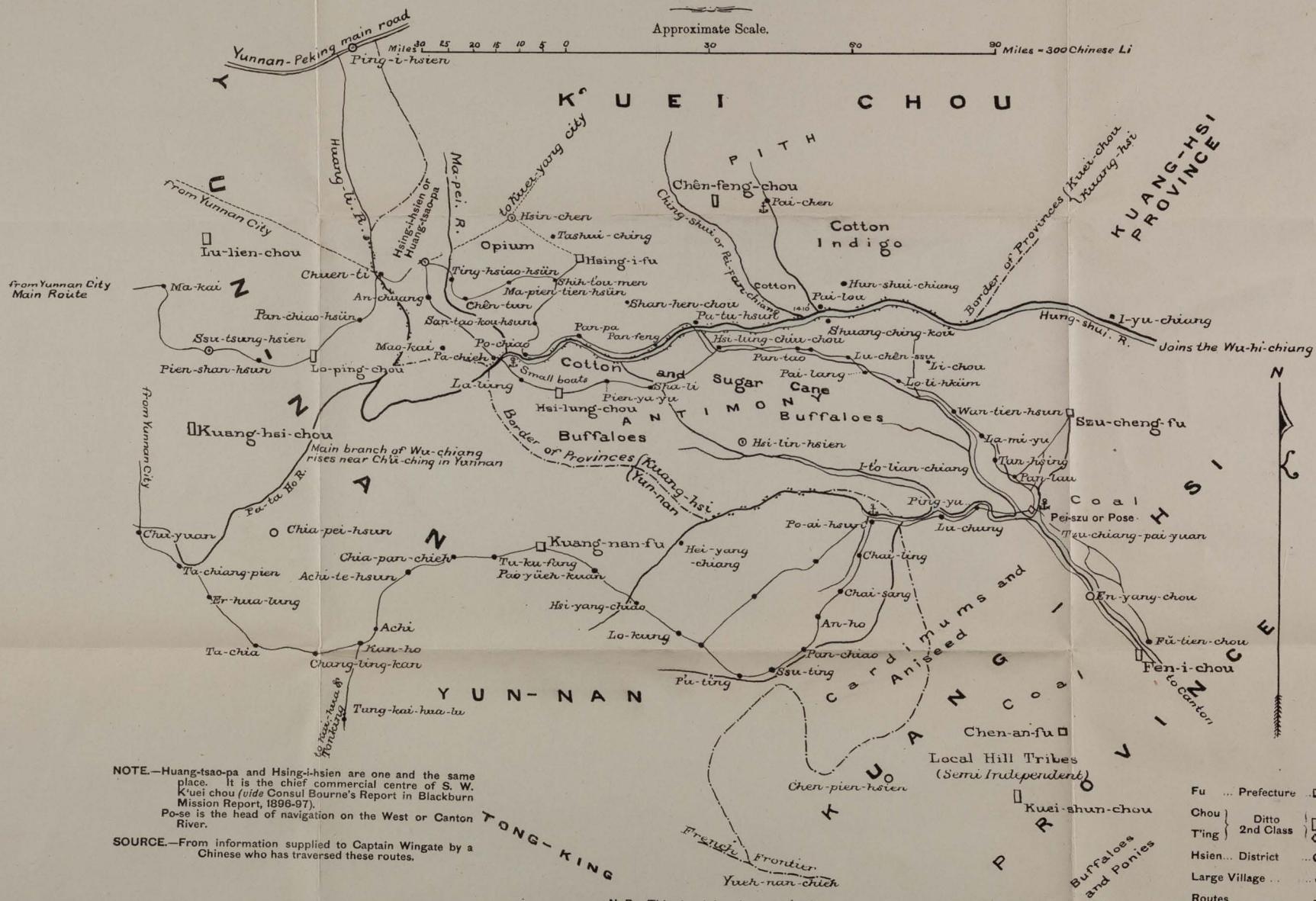
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SKETCH MAP
TO ILLUSTRATE
CHIEF TRADE ROUTES
BETWEEN
HUANG-TSAO-PA AND PO-SE.

Approximate Scale.

30 Miles = 300 Chinese Li



NOTE.—Huang-tsao-pa and Hsing-i-hsien are one and the same place. It is the chief commercial centre of S. W. K'uei chou (vide Consul Bourne's Report in Blackburn Mission Report, 1896-97).

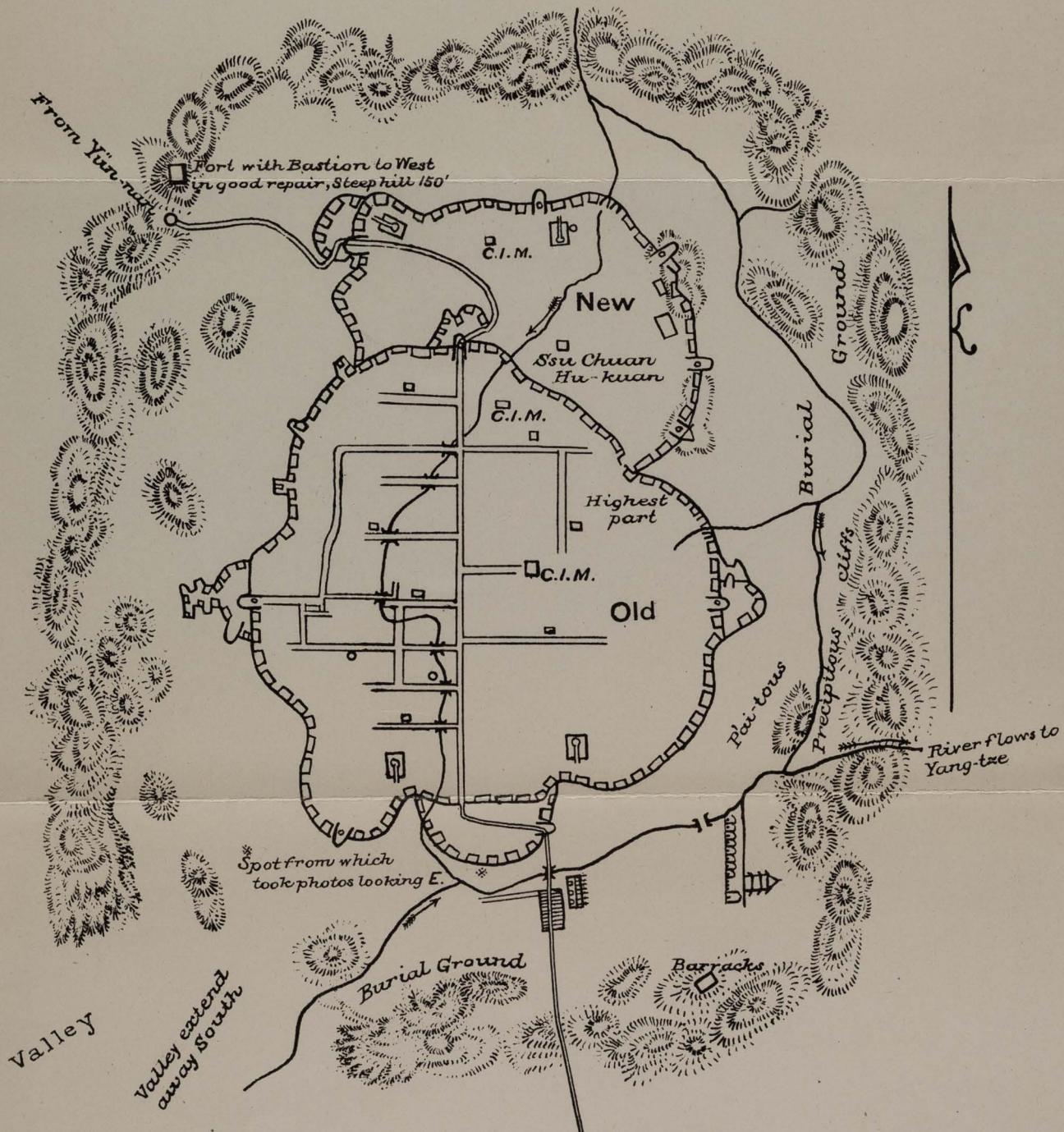
Po-se is the head of navigation on the West or Canton River.

SOURCE.—From information supplied to Captain Wingate by a Chinese who has traversed these routes.

PLAN OF KUEI-YANG CITY.

Scale 1 Inch = 1 Li.

$3\frac{1}{2}$ Li = 1 Mile.



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PREFACE.

This short Report on the province of **Kuei-chou** has been compiled from various sources, chief among which are :—

“ La Mission Lyonnaise en Chine ”.

“ The Blackburn Chamber of Commerce, China Mission ”.

“ Yün-nan and Kuei-chou Provinces ” by W. G. Clarke.

“ Three years in Western China ” „ Hosie.

“ Up the Yang-tze Gorges ” „ Parkes.

Although this province has been fairly well exploited by travellers, both English and French, and by Missionaries, there is little English literature on the subject.

The Map.

The map, on a scale of 1"=50 li, has been compiled from a Chinese map procured from a Chinese official at the Capital. It has been compared with French and English maps and found to be fairly accurate generally, and in some parts where Captain Wingate traversed the country, it is more accurate than the English maps.

The Photographs and the plan of the city were taken by Captain Wingate during his journey from east to west of the Province in January 1899.

SIMLA ; } A. BARROW, *Lt.-Colonel,*
7th December 1899. } *Offg. A. Q. M. G., Intelligence Branch.*

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CHAPTER I.—GEOGRAPHY.

General description ; Land frontiers ; Mountain systems ; Rivers ; Lakes ; Botany ; Natural History ; Sport.

GENERAL DESCRIPTION.

Kuei-chou (*i.e.*, "Noble Region") is an inland province of South-Western China under the Viceroy of Yün-Kuei, which means Yün-nan and Kuei-chou provinces combined. Its area is roughly 64,000 square miles with a population estimated at from seven to ten millions; probably the lesser figure is more accurate.

It is generally considered to be the poorest of the 18 provinces of China, both in agricultural resources, natural products, and in the general character of the inhabitants. Nevertheless its defects have, possibly, been somewhat exaggerated.

The following general description of this province is from the pen of Mr. Consul Bourne, who has travelled a great deal in this part of China.

"The province of Kuei-chou is richer in agriculture, and, I believe,

Kuei chou richer than Yün-nan. in minerals also, than eastern Yün-nan. The bed rock is almost every where limestone, making beautiful scenery and a healthy climate; there is little or no malaria. The altitude gradually sinks from 5,000 feet in the west to 1,500 feet on the eastern side of the province, the Hu-nan border. It is not as badly cut up by water as Yün-nan, where every stream has made itself a deep canon, but consists, for the greater part, of narrow valleys between limestone hills, a stream, running down the bottom, perhaps a little terrace-cultivation near the stream, but the hillsides given up to ferns and flowering shrubs, which grow in the greatest luxuriance; or if the valley is some way from a town, covered with trees, not heavy timber, but firs, bamboos, and fruit trees; pheasants are calling and water splashing—an earthly paradise."

Mr. Consul Hosie writes: "Is there no level ground anywhere in the province of Kuei-chou? This was the Little level country.

question that suggested itself to me as I gained the ridge that rises to the west of Po-kung. The answer lay ahead. Waves of conical hills and mountain ranges beyond seemed to block the passage to Yün-nan. Down and up, and down again, brought us to a valley extending for miles, at the far end of which rests the prosperous city of Lang-tai; famous for the superiority of its opium." Beyond the barrier (that is Kuan-ai on the Wu-chiang in the north-east of the province) Mr. Hosie states that he obtained a splendid view of the country to the south, "barren, treeless peaks, on the same level as ourselves (three or four thousand feet above sea level), lay before us, cheerless, uninhabited, lifeless,—what a picture?"

Speaking of western Kuei-chou the members of the Lyons Mission found the surface of the plateau (of which Sugar-loaf formations. the altitude varies from 3,500 to 5,000 feet and slopes gradually from west to east) is scattered about with limestone hills of sugar-loaf formation, which in number, form, and the

disordered arrangement with which they are dotted about, remind one of the rocks in **Along** Bay to the north-east of **Hai-phong** in Tonkin. Similar formations are found in the east of **Kuang-hsi** province.

In general character, looked at from a bird's-eye point of view, its surface presents the appearance of a sea of rocky and almost bare mountains, interspersed here and there with patches of pine-forest and small fertile valleys lying half concealed among the hills. Although at first sight presenting a somewhat disappointing appearance, a closer acquaintance with the province discovers considerable mineral wealth and a fair amount of cultivation and timber.

LAND FRONTIERS.

Kuei-chou is bounded on the north by **Ssu-ch'uan**, on the east by **Hu-nan**, on the south by **Kuang-hsi** and on the west by **Yün-nan**.

MOUNTAIN SYSTEM; RIVERS AND LAKES.

The chief and, properly speaking, only mountain system runs right across the centre of the province from **Ssu-ch'uan**, on the north-east side, to **Yün-nan** on the south-west. Roughly speaking this range divides the country into two nearly equal portions, each of which has distinct characteristics.

Kuei-chou is, however, such an extremely varied province that, in order to describe its features and main characteristics, it will be convenient to divide it into five Regions or Districts, as follows (a few exceptions are noticed later on):—

- I. The North-East corner, with **Hsi-lan** as a centre.
- II. The North-West, of which the four chief places are, **Jen-huai**, **Wei-ning**, **Ta-ting** and **Shui-ch'en**.
- III. The Eastern section, contained within the figure formed by the towns of **Tung-jén**, **Tsun-i**, **Ta-ting**, and **An shün**. **Kuei-yang**, the capital, is situated in the west of this region.
- IV. The South-West region, comprising the towns of **An shün**, **Ch'en-ning**, **Lang-tai**, **P'u an** and **Hsing-i**.
- V. The South-East region made up of **Li-p'ing**, **Tu-yün**, **Ku-chou**, **Li-po** and **Yün-chun**.

I.—The North-East Region.

This part of the province, touching **Ssu-ch'uan**, is comparatively speaking well-wooded, especially near the **Wu-chiang**.

Well-wooded.

The surface of the soil is much broken and cut up by rapid flowing streams and rivers. The **Wu-chiang**, which rises near **Pi-chieh**, flows through this part, cutting for itself a deep passage between precipitous gorges, and, after a course of 500 miles empties itself into the **Yang-tze** at **Fu-chou**. It is navigable to **Hsi-lan**, but only for small boats.

II.—The North-West Region.

The districts lying within this part of the province form a big limestone plateau averaging from 5,000 to 6,500 feet above sea-level. A great limestone plateau. The peaks of the mountains here attain their greatest height within the province, some being over 10,000 feet high, and they are mostly covered with snow for many months

in the year. There are but few trees, and the soil is very poor ; cultivation existing only in the bottoms of the small, but fairly numerous, valleys ; it is a desolate country with only the oasis of Pi-ch'ieh to enliven it.

The only river of any importance which takes its rise within this region, besides the Wu-chiang already described, is the Chê-shui, an important stream, flowing into the Yang-tze at Hô-chiang.

This is one of the only two lake-districts of Kuei chou. The principal lake is that at Wei-ning. It, in common with the others, appears to have no outlet, unless it be by one of the many underground rivers so common throughout this province and Yün-nan. As the bed of the nearest stream is some 1,000 feet below the level of the lake, this is quite possible.

In the vicinity of Jen-huai the country is very much broken and is less devoid of trees than around Pi-ch'ieh.

III.—The Eastern Region.

To the east of the capital there are some high hills, averaging 6,000 feet, where the headwaters of the Wu-ho, Bare grass-covered hills. and Ch'ing-shui, (forming the Yüan river), take their rise. These hills are for the most part devoid of trees and are covered with long, coarse, yellow grass. The higher peaks are rugged and bare and many of them take most fantastic shapes, like great ruined castles perched high up against the sky-line. There is not very much water nor cultivation in this region.

From Kuei-yang to An-shün the country forms a kind of plateau, with grass-covered, undulating hills from 100 to 1,000 feet above the general level of the surrounding country.

The whole of this region, however, is so extremely diversified that the nature of the scenery changes more or less with each day's march.

IV.—The South-West Region.

This region may be divided into two parts : (i) A high plateau lying between An shün, Lang-tai and P'u-an on the north ; the Ting-fen river on the east ; the line Pien-yang, Huang-tsao-pa on the south ; and the borders of Yün-nan on the west.

The high plateau. This plateau is of limestone, about 4,000 to 4,500 feet above sea-level with small sugar-loaf hills dotted about here and there. Numbers of huge holes or basins exist, many of them several hundred feet deep and wide. They have steep rocky sides, and are sometimes cultivated at the bottom. These "cuvettes" are found very large near Pi-ch'ieh in the north-west region.

The main affluents of the Hung-shui (the northern branch of the West river), called the Pau and Ch'ing-shui rivers, take their rise to the north-west of this plateau near Wei-ning and flowing south through this region, have cut many deep and precipitous gorges through the limestone, so that, travelling from east to west, or *vice versa*, becomes a most arduous task. Some of these river channels are over 1,500 feet below the general level of the country. South of Chen-ning the country suddenly falls, causing a series of water-falls, and some beautiful scenery, the rivers flowing through deep, dark, narrow gorges.

The Hung-shui or Red river (so called from the colour of its waters, derived from the red sandstone hills in the west of the province) forms the boundary between this region and Yün-nan.

The whole region is nearly treeless, not from natural causes (as this part of the country is extremely fertile), but because the trees have been destroyed by man; chiefly during the great Mahomedan and "Miao" rebellions.

(ii) The second portion of this region may be termed "Lower Kuei-chou," being altogether different from the remainder of the south-west region. The hills and valleys are of red sandstone, the former are smaller and of less altitude, while the valleys are larger and more open, than those further north.

This is a semi-tropical region and quite distinct, both geographically and ethnographically, from the remainder of the province.

In the extreme south of this district are a few small lakes about which little or nothing is known to foreigners.

V.—The South-Eastern Region.

This district is generally more wooded than the rest of Kuei-chou, especially the Li-ping prefecture, where the hills enclosing the valley of the San-chiang river, are covered with fine forests, and valuable minerals probably occur.

Through the centre of this district a range of mountains, running generally east and west, forms the watershed between the Yang-tze and West or Canton rivers. The capital, Kuei-yang, lies at the western extremity of this range, which has been very little explored and is chiefly inhabited by aboriginal tribes ("Miao").

BOTANY.*

It is probable that at one time at least three-quarters of this province was thickly wooded, but partly owing to the destruction caused by firing forests during rebellions, partly to the custom among the inhabitants of burning wood for fuel instead of using the large supplies of coal close at hand, and partly to the habit which the hill people have of burning timber with which to manure the ground, the greater portion of the country is almost denuded of trees, and really fine timber is exceedingly scarce.

The following is a list of the principal trees and plants:—

Wood-oil tree (*Aleurites cordata* M. Arg) average height 12 feet. Pines of various descriptions—few over 50 feet high and 1 foot diameter. Tea-oil tree (only in the north-east region).

Firs, cypresses, palms, bamboos, mulberry, banyan, pummelo, stunted oak, and several other trees the names of which are not well known.

The bush (*Fatsia papyrifera*, Benth and Hook) from the pith of which rice-paper is made, is found in considerable quantities, also the camphor tree; walnut-tree; etc.

"Tzu-mu," a red wood, good for building, grows in many parts. The large-leaved privet (*Ligustrum lucidum*) known as the white insect tree; is

* A detailed account of the Botany of this part of China will be found in Bretschneider's work on the subject published this year (1899).

also fairly common in the North-East; while on the hills is a dense undergrowth, composed chiefly of bramble, coarse yellow grass, and bracken. Ferns, and tree-ferns abound. Bamboos are plentiful in the south, and in the valley bottoms.

NATURAL HISTORY AND SPORT.

Considering the depopulated condition of Kuei-chou it might be expected to be well-stocked with game. Such, however, is not the case,

Large game. and wild animals are scarce. The Chinese are moreover keen purchasers of skins, and some of the tribes wear skin clothes, so that hunting and trapping are common pursuits. A small species of tiger is found in Lower Kuei-chou, while leopards are frequently shot in the hills. A good leopard skin in the capital fetches £ 1 and over; while a perfect tiger skin is rare, and very expensive, high prices being obtained for them. A few bears are found in the hills in the wilder parts and wolves are fairly common, as is the common red hill-fox. Pheasants abound all over the plateau, also barking-deer (*cerous scalateri*). Large-horned deer are rare, if they exist at all; and there are no wild sheep or goats.

Of small game shooting there is abundance. The best exists west of Small game. the capital, and in the north-west of the province and in the valley in which lie the cities of Ch'u-ch'ing and Chan-i just beyond the western border.

Eagles, bustards, and hawks are plentiful. There is a great variety of small birds, and doubtless some rare specimens could be obtained.

Kuei-chou affords a fine field for the Geologist as well as for the Botanist and Naturalist.

CHAPTER II.—COMMUNICATIONS.

Roads ; Railways ; Inland water communications ; Telegraphs ; Postal service.

ROADS.

Kuei-chou, like Yün-nan, has to depend chiefly on its roads for communications within the province, although there is water communication as far as the borders, except on the west.

"Probably no country in the world, certainly none aiming at civilisation even of the most rudimentary nature,

Roads bad.

has paid so little attention to roads and means of communication as the Chinese Empire." No road, in the European acceptance of the term, exists ; what tracks there are follow natural lines, those of the least resistance ; they are mostly paths leading from one town or village to another, are never macadamised, and follow the natural irregularities of the surface of the ground. The only exception to the above coming within the province of Kuei-chou, is the great highway from Yün-nan to Peking, which is paved and bridged throughout, and averages 8 feet in breadth, varying from 5 feet to 12 feet.

In former years (during the reign of Kang Hsi, when most of the roads were made) the chief highways were paved, but lapse of time and want of repair have, in places, completely obliterated every trace of pavement, and in some cases even the original road has disappeared.

From a military point of view the roads of Kuei-chou will not admit

No wheeled traffic.

of the passage of any wheeled traffic whatever,* and generally speaking a "single

file" formation must be maintained. Most of the tracks are bridle-paths, the chief ones admitting of the passage of a sedan-chair under difficulties, but all are passable for loaded baggage animals, *except camels*.

When the roads are not paved, there is a constant struggle going on between the mule driver and the farmer. Every farmer has the right to plough up a road passing through his land ; while the driver has an equal right to meander at will over the land.

There is a track of sorts, generally passable for mules and ponies, leading from each village or town to the next.

Only a few of the larger streams are bridged, but on the main roads the smaller streams and water-courses are generally crossed by the usual stone-arched bridges.

The main road (Peking-Yün-nan) running from east to west of the province is the only one which is bridged throughout its length. It crosses the Pan-chiang by a chain suspension bridge.

As the geographical features of Kuei-chou are not unlike those of Eastern Ssu-ch'uan the following description of the roads will apply to Yün-nan, Kuei-chou, and Eastern Ssu-ch'uan alike.

"In the south of China (*i.e.*, south of the Yang-tze) human labour has generally superseded that of animals to the largest extent possible. Hence coolies are more frequently met with than baggage animals. The

* Although on the plateau roads could quickly and easily be made, especially between the Capital and Chen-ning, and around An-shün city.

absence of vehicular traffic has led to the paving of the narrow roads and the numerous unfordable streams have necessitated bridge building."

The following are the main roads of Kuei-chou (see map):—

1. The Great high-road passing from east to west across the centre of the province leading from Peking to Yün-nan and thence to Bhamo. It is paved and bridged throughout averages 8 feet in breadth, ranging from 5 to 12 feet. It is seldom or never repaired, and where it ascends or descends a hill, is merely a succession of very uneven stone steps each about eight inches high and from 1 to 2 feet broad.
2. From Kuei-yang to Lu-chou, on the Yang-tze (northern route) *via* Ch'ing-chou, Ta-t'ing and Pi-ch'ieh.
3. From Kuei-yang, *via* An-shün to Wei ning.
4. From Kuei-yang to Ch'ung-king on the Yang-tze—*via* Tsün-i (northern route).
5. From Kuei-yang to Ku-chou (for Canton) *via* Kui-ting and Tu-yün (south-east route).
6. Kuei-yang to Lo-fu (for Pô-ssu *via* Ting-fen (southern route).
7. Kuei-yang to Hsi-lang (for Pô-ssu) *via* Hsing-i(fu) (south-western route).

Within the cities and towns the roads are invariably paved; and, unlike those in the southern portion of the Yang-tze valley, they are broad and roomy and generally, for a short distance beyond the gates, they are paved and in better repair.

RAILWAYS.

Judging from the present rate of railway construction in China, it will be many a year before a railway crosses the borders of this province, although from the bold way in which schemes are put forward for obtaining concessions for railways from Canton, Tonkin and Burma to Ssu-ch'uan, it might be imagined that to reach Kuei-chou, which is only half way, would be an easy matter.

It would seem, therefore, almost premature to discuss this subject, but since so much that has been written of late appears to be based on inaccurate accounts of the difficulties to be encountered, it may be advisable to sketch roughly the probable line which the iron road of the future may be expected to follow in this remote province of the Empire.

Suppose, as seems plausible, that the Canton-Hankow trunk line, and the connection between it and Ssu-ch'uan *via* Hu-nan becomes an accomplished fact,* and that a branch line is likely to be built from Heng-chou to the borders of Kuei-chou near Ch'ien-yang, or Yüan-chou in Hu-nan, it would then be possible to carry the line on to Kuei-yang (the capital of Kuei-chou) up the valleys of either the Ch'ing-shui or Wu-ho rivers. By either route a

Some heavy work probably, but, on the whole, much less than in Yün-nan or Ssu-ch'uan. good deal of heavy work would be encountered owing to the tortuous courses of these rivers, and to the hilly nature of the country.

There are, however, no serious water-sheds to cross, until the final one, immediately east of Kuei-yang, is reached. Here considerable difficulty would be experienced, although not to be compared to that of reaching either Ta-li or Yün-nan cities from Burma or Tonkin.

* (This line, and the one from Ch'eng-tu to the Yang-tze at Chung-king, would appear to be less "remote" than many of the schemes talked about.)

An examination of the section and heights given in Appendix C will demonstrate this more clearly.

By the valley of the Wu-ho river, taking Chen-yüan, the head of navigation, at 2,000 feet above sea-level, (the rise from Hung-chiang to Chen-yüan is extremely gradual), we get the following approximate levels:—

1st stage by road from Chen-yüan to :—

Shih-p'ing	...	...	11	miles	...	2,50	feet above sea-level.
Shih-p'ing to Huang-p'ing	...	20	"	"	3,000	"	"
Huang-p'ing to Ta-feng-tung	19	"	"	"	3,400	"	"

On this section the highest point reached is 4,100 feet.

Ta-feng-tung to Lung-li ... 48 miles ... 4,350 feet above sea-level.

On this section the highest point reached is 4,560 feet.

Lung-li to Kuei-yang ... 23 miles ... 4,230 feet above sea-level.

On this section the highest point reached is 5,000 feet.

Roughly this gives a gradient of 25 feet for every mile of road, or 1 in 21.

The only heavy gradient is between Ta-feng t'ung and Lung-li, where the rise is 1,100 feet in about 14 miles, or roughly 1 in 70.

The above heights are taken at the chief towns along the Chinese main road. Looking at the configuration of the hills in this part of the province and taking into consideration the fact that the Ch'ing-shui valley, and other possible routes have never been explored by a foreigner, there can be little doubt that heavy gradients could be fairly easily avoided.

Once on the Kuei-yang plateau the country is fairly level and no difficulty would be encountered as far as Chen ning stop at Chen-ning, beyond An-shün. At this point the line would be stopped in its westerly course by a series of ranges of lofty hills running north and south separated by rapid-flowing rivers lying deep down in narrow and precipitous gorges.

In the vicinity of Chen-yüan this line would pass through a district extremely rich in minerals, especially iron-ore coal, iron, and timber. Coal of good quality; timber (pine) is also plentiful and of fair size along the first half of the route. Good coal is found close to Kuei-yang and in other places (see map, and also Captain Wingate's Report on Hu-nan). Nothing is known, regarding the Ch'ing-shui route, but it may possibly prove the easier of the two, it has never been traversed by foreigners and is altogether unexplored (1899).

Should a line be made from Canton to Kui-lin it might be extended South-east line from Canton to Kuei-yang via Tu-yün. The difficult portion of the route would be chiefly between Kui-lin and Kui-tin, where two small watersheds must be crossed.

An alternative to the above, which might be found more economical, although somewhat longer, would be along the valley of the West river to Hsin-chou, and thence up the valleys of the Wa-ni-chiang, Liu-ching, and Ku-chiang to Ku-chou and thence to Kuei-yang. Such a route, according to Mr. Consul Bourne, "would meet with no serious obstacle".

This line would also tap districts rich in minerals, especially the one lying north and east of Ku-chou, and would also traverse some densely wooded hills and valleys.

Such a railway would establish direct communication with **Canton** and **Hong-kong**, and at once settle the question of the respective advantages of the **Tonkin**, **Pakhoi**, and **Canton** trade routes to **Kuei-chou** province; it would further facilitate the re-population of the country.

The question of railway communication between **Kuei-yang**,
The western routes to **Yün-nan** **Yün-nan** city, and Burma is fraught with
and Burma. considerable difficulties.

Between **Chen-ning** (the terminus of No. 1 line) and **P'ing-i**, the first district town on the eastern border of **Yün-nan**, the country is of a nature similar to that lying between **Momein** (**T'eng-yueh**) and **Ta-li** cities in western **Yün-nan**; that is to say there is a series of high ranges of hills running north and south right across the route, each range divided from the other by a rapid flowing river, lying deep down at the bottom of a narrow valley (some 2,000 feet or more below the general level) with precipitous cliffs and narrow gorges. An examination of this portion of the country will show that it is almost impossible to continue a line of railway from **Chen-ning** due west.

Some other route must, therefore, be looked for. There is a trade-route branching off from **An-shün** to **Wei-ning**, and it is possible that by a detour in that direction a practicable alignment might be discovered. Between **Wei-ning** and **Hsün-wei** there is some extremely difficult country, while from **Hsün-wei** to **Yün-nan** city the country is open, fairly level, and easy for railway construction.

The bulk of trade carried on direct between **Yün-nan** city and **Kuei-yang** is so very small that a line connecting these two cities might not prove very valuable commercially, although it would tap one of the biggest coal fields in **Kuei-chou**, and would possibly divert some of the trade now going to **Tonkin** and **Pakhoi**.

As a strategical line it would have considerable importance, so long as the British are paramount upon the Seas. Military operations in the interior of China are likely to start from **Hong-kong**, **Shanghai**, and the coast, or else from the North and North-West. In the event of war with France over the question of supremacy in **Yün-nan**, **Kuei-chou** or **Ssu-ch'uan**, the advantage of being able to operate from such a good base as **Hong-kong** and **Kow-loon**, on the flank of any French army acting in **Yün-nan**, must be very considerable.

If the Burmese lines were extended to **Momein** (**Teng-yüeh**), **Lashio**, and **Keng-hung** and a line made from the **Canton** river *via* **Kui-tin** and **Kuei-yang** to **Yün-nan** city the French position in **Tonkin** would become completely isolated.

The question of railway connexion between **Kuei-yang** and the **Yang-tze** in **Ssu-ch'uan** is surrounded with the same difficulties as the projects for lines from Burma to the **Yang-tze**. North-west **Kuei-chou**, and southern **Ssu-ch'uan** bristle with lofty mountain peaks, while the surface of the country is much broken and cut up by rivers which have cut channels for themselves deep down into the earth.

Between **Wei-ning** and **Hsün-wei** is an exceedingly difficult bit of country, and further north it is even worse. It seems extremely improbable that any railway will be built connecting **Kuei-yang** or **Yün-nan** with the **Yang-tze** for many years to come, although without doubt such a connection

would be a very desirable consummation, and in the far distant future will possibly become an accomplished fact. However if one can be guided at all by the history of railway expansion in the Indian Empire and in America and Canada, it seems likely that the through communication by rail to Ssu-ch'uan will more probably begin from Shanghai and Canton than from Tonkin or Rangoon.

As already stated, from Yün-nan city to Hsün-wei there is only one serious difficulty, and if any extension should be made from this point towards the Yang-tze, it will probably proceed *via* Pi-ch'ieh and Hsü-yung to Na-ch'i. An alternative route and one which has not yet been examined or reported on with a view to railway construction runs due north from Wei-ning *via* Chén-hsiung to the Yang-tze at Chiang-nan. It is possible this might prove the best of all routes south of the Yang-tze.

Between Chén-hsiung and the Yang-tze is a huge coal bed and the surrounding country, according to one traveller's account, presents an appearance similar to the "black county" of England.

The only other route by which it might be possible to construct a line from Kuei-yang to the Yang-tze would be down the valley of the Wu-chiang or Kung-t'an river to Fu-chou. Such a line would have the advantage of striking the Yang-tze close to Chung-king and at the same point as the proposed line from Hankow through Hu-nan to Ssu-ch'uan (see Report on Hu-nan Province).

The line might take off from Chen-yüan instead of from Kuei-yang, or from some convenient point between these two places *

The following is extracted from Mr. Consul Bourne's Report on Kuei-chou :— "In no part of the empire would railways be of more advantage to

Railways in Kuei-chou a necessity. the country than in this province where there is no water traffic at all, except on the eastern side, and there very difficult. The best road to follow would be through Hu-nan to the Yang-tze near Hankow, the present line of trade; but a railway from Nan-ning (fu) in Kuang-hsi through Ku-chou would meet with no serious obstacle. I believe the eastern line would pay at once, but I much doubt whether the country is at present rich enough to support a line into Kuang-hsi."

The latest accounts (Consular reports for 1898) of the trade of Pakhoi show that it is declining and that the chief causes are the opening of Wu-chou on the West river and the development, by the French, of the route *via* Lang-son and Hanoi (Tonkin) and in a minor degree, the Red river route.

If the West river route receives its due share of attention and encouragement from the British, no other can compete with it as a means of communication with Kuei-chou Province from the south. A line from Nan-ning north-eastwards would then have no "raison d'être" during the next 15 or 20 years. Illegal and excessive taxation, and lawlessness, are the chief causes why this route is not more used.

An army of occupation would greatly benefit by being on the Kuei-chou plateau instead of in the unhealthy valleys of the rivers west of Yün-nan city and in Tonkin.

* The nature of the country through which the Kung-t'an in its lower half flows, is not favourable to railway construction, especially towards Kuei-yang.

The following translation of some remarks by the Lyons Mission of Commerce are of interest as giving the French view of railway extension from Lang-son to Nan-ning :—

" We do not think that a railway line from Lang-son to Nan-ning and French opinion of Pakhoi-Nan. Pô-ssu (Pesé) can compete with the Pakhoi-Nan-ning route for goods intended for Kuei-chou and Yün-nan. These goods naturally take the route *via* Pakhoi in order to avoid the duties at the French frontier."

" As things now are we should endeavour to attract as much as possible of the trade of the north-west route to our profit by developing to the maximum degree the Red river route. The distances separating Meng-tzu from the various centres of distribution are less than from Pô-ssu or at any rate about equal."

The above is the view of French commercial experts. At the same time the more the Canton and Tonkin routes are developed and opened out, the less will the Pakhoi road be used, and the circle of country supplied from that Port (now a very large one) will become more and more narrowed, until finally only the districts immediately around Pakhoi will derive their supplies from that place. The French railway schemes from Lang-son to Nan-ning are therefore likely to hang fire for many years, although the extension from Lang-son to Lung-chou may soon be completed.*

The state of unpreparedness of South-Western China for rapid railway extension, together with the exceedingly slow rate of progress which railways are likely to make in such extremely difficult and unfavourable country, makes this whole question extremely problematical and many years before its time.

INLAND WATER COMMUNICATIONS.

" Wherever the Chinese have found a navigable river they have, by a sort of instinct derived from prehistoric times, endeavoured to utilise it ; and this habit, older than the system of Government itself, and sanctified by the earliest tradition, has become a part of the administration. Like everything else of which the Government of China takes cognisance, it is, however, to the last degree ineffective ; and it is often an open question whether more good or evil has been done by these struggles to control the natural courses and water-ways".

Except in the east the water-ways of Kuei-chou are of quite secondary importance. The Wu-ho, the northern branch of the Yüan river, and the headwaters of the Lui-chiang, called also the Ku-chou-ho, are the only ones navigable throughout the year, and at low-water these can only carry boats drawing less than 18 inches when loaded.

The navigable water-ways and the points to which boats can ascend are as follows (see map) :—

(i) The Wu-chiang—navigable for large boats to Kung-t'an on the borders of Kuei-chou and Ssu-ch'uan, and for small boats to Hsi-lan. Between Fu-chou and Kung-t'an on the north-east border, this river has a fall of 400 ft. or about 2 ft. per mile. Kung-t'an is about 1,200 ft. above sea-level.

* "The Pakhoi-Nan-ning scheme has been abandoned. In October 1899 a French syndicate signed an agreement with the French for a Franco-Chinese line to Nan-ning, the French supplying three-quarters of the capital. No doubt there is some intention of making this line, but the scheme will probably hang fire, and the actual construction beyond Lung-chou will likely be greatly delayed."

Writing of this route *via* the Wu-chiang to Fu-chou Mr. Consul Hosie says :—" At one time it formed part of the great commercial highway between Canton and western China, which has practically ceased to exist since the opening of the Yang-tze to steam navigation." Should a railway be made from Ch'eng-tu to Chung-king, and thence to Ch'ang-tê *via* Fu-chou, this route will again become important.

(ii) The Chê-shui—for large boats to Erh-lung-t'an and small boats to Mao-t'ai.

The above are the northern routes to the Yang-tze from the Capital of the province. There are no water communications with the west.

Those with Kuang-hsi to the south are as follows :—

(iii) The Ch'ing-shui-chiang—navigable for small boats to Pai-chen. Not navigable for large boats.

(iv) The Hung-shui navigable for small boats to Po-chio. Large boats do not ascend the Hung-shui or Northern branch of the West River.

To Hu-nan and the east there are :—

(v) The Wu-ho—large boats to Chen-yüan, small boats to Shih-p'ing.

(vi) The Ch'ing-shui—large boats to 30 li below Ch'ung-an in the Huang-p'ing district, small boats to Pan-lung-t'an close to Tu-yun.

(vii) The Ku-chou-ho—small boats to San-ch'io and thence large boats to Wu-chou and Canton.

The above mentioned heads of navigation can only be reached by large boats during the summer months; during the winter months, when the water is often extremely low, large boats cannot get up at all, while the smaller boats can only reach those points where the large boats get to in summer.

TELEGRAPHS.

The only telegraph line within the province is that connecting Yün-nan and Chung-king cities *via* Wei-ning, Pi-ch'ieh, and Lu-chou on the Yang-tze. A branch connects Pi-ch'ieh with Kuei-yang, the Capital, *via* Chung-chen and Ta-ting. There is no office at the latter place. The only offices are at Pi-ch'ieh and the Capital.

The line works very badly and is constantly out of repair. Nearly all the original posts have been stolen and are replaced by roughly hewn trees or the wire is suspended from some tree lying near the line of route. The poles are from 80 to 100 yards apart.

Messages take days getting from Kuei-yang to Yün-nan or Chung-king cities. The whole of this portion of the line is under the complete control of the Viceroy of Yün-nan who appoints a Director of Telegraphs, who is actually responsible for the working. M. Jensen,* a Dane, lives in Yün-nan city and advises the Director, but has no executive or administrative control.

The administration of the telegraphs in Kuei-chou and Yün-nan is absolutely inefficient and corrupt and the line and instruments are out of order and in a general state of disrepair. The revenue derived from the

* In July 1899 he left Yün-nan city *en route* to Japan where he now is (November 1899). He will return to Yün-nan city about the beginning of 1900. His wife is an Australian, and Mr. Jensen is pro-British. He is generally willing to impart information, but his position is a most difficult one. His advice for the better management of the telegraphs is disregarded, as if followed it would mean a less amount of "profit" into the private purses of the Viceroy and Director General, although the actual receipts would be increased.

telegraphs within the province is small, and what there is goes into the private pocket of the Director, who resides in **Yün-nan** city. The Governor of **Kuei-chou** naturally takes little or no interest in that portion of the line running through his province since he gets no share of the profits. Telegraphs are liked by the merchants and traders but are extremely unpopular with the officials, who object to the quickness with which their misdeeds become known at **Peking**.

An extension of the telegraph system would be much appreciated by the merchants and others. **Kuei-yang** should be connected with **Hankow** *via* **Heng-chou** and **Hsiang-t'an** in **Hu-nan**; and with **Canton** *via* **Kui-lin**. (See Report on **Hu-nan** Province). Mr. Litton, late British Consul at **Chung-king**, in his report for 1898 thus sums up his notice of the imperfections of the telegraph service at that place:—"The defects of the administration may be summed up in one word—it is Chinese—nor is it likely to improve until it comes under the control of foreign officials."

POSTAL SERVICE.

The system in vogue in **Kuei-chou** for the conveyance of letters is the same as that described in a "Report on **Hu-nan**."

Horse-daks or post-stages are established every 15 li (about 4 miles) or so for the conveyance of official despatches. The stages exist only on the main routes. They can be seen marked on the map of the province accompanying this report, but they are often without horses.

A letter from **Hankow** reaches **Kuei-chou** *via* **Chung-king** and costs 100 cash (about 3 pence). Official despatches are generally sent through **Hu-nan**, *via* the main road, to **Peking**.

The following additional items are interesting, bearing in mind that the whole of the Postal Service, wherever the newly instituted Imperial Customs Post has not been introduced (it is chiefly confined at present to **Peking** and the various Treaty-Ports, although steps are now being taken by Sir Robert Hart to extend the system over a far wider area) is of a private nature, and receives no assistance from Government.

Payment of postage in advance is not compulsory; half rates at each end of the line may even be paid. When pre-paid, covers are endorsed "wine-money paid;" when not pre-paid, the covers are marked "wine-money, as per tariff." Rates vary according to the distance (but *not* according to the weight of letters or parcels) and the reputation or standing of the office employed, some having a better reputation for punctuality and honesty than others. A good firm averages 60 cash a letter and 300 cash per catty for parcels for 3,000 li. That is about 2d a letter for 900 miles, and 9d a pound for parcels for the same distance. A letter from **Hankow** to **Chung-king** takes from 10 to 20 days, and another 7 to 10 days on to **Kuei-yang**. From **Kuei-yang** to **Hankow**, from 9 to 18 days is required.

CHAPTER III.—FORTRESSES.

Forts and fortified posts; Strategical and Tactical positions.

FORTS AND FORTIFIED POSTS.

Fortresses are non-existent in Kuei-chou. There is one small fort or camp outside the wall of the capital, and there are a few very old guns lying scattered about on the tops of the city walls at Kuei-yang and An-shün. Along the high-road from Kuei-yang to the Hu-nan frontier there is a line of block-houses erected about 35 years ago during the wars with the "Miao" tribes, who live in the hills south of the main route to Hankow. These places are now no longer used and are in a state of ruin. They are square towers of stone with an upper story entered through a hole in the wall by means of a ladder. They are generally loop-holed, but in a most unworkman-like way. They are placed on the top of some prominent hill or knoll commanding a good view, and protected on one or more sides by steep precipitous cliffs and are at distances along the road varying from 5 to 12 li ($1\frac{1}{2}$ to $3\frac{1}{2}$ miles).

STRATEGICAL AND TACTICAL POSITIONS

There are no places of any great strategical importance within the province. Chung-king and Sui-fu on the Yang-tze command the main lines of advance from the north; Sha-shih, Yo-chou, and Ch'ang-sha, those from the east; Canton and Wu-chou those on the south; and Yün-nan city those from the west.

To reach the capital, which is the wealthiest and best situated city in the province, the following passes must be crossed:—

From the North.—Between Tsün-i and Tung tzu about 8,000 feet above sea-level.

From the East.—Between Lung-li and Kuei-yang about 5,000 feet above sea-level.

From the South-east.—Between Tu-yün and Kuei-tin about 4,000 feet, and again between Tu-yün and Ku-chou about 3,950 feet above sea-level.

From the West.—Between P'u-an-(t'ing) and Ping-i about 7,500 feet; this is a very difficult Pass. Along another route south of this between Huang-tsao-pa and Yün-nan city there are several passes over 6,000 feet above sea-level. But as Chen-yüan, at the head of navigation of the Yuan river, is some 2,000 feet above sea-level, and Yün-nan city is 6,400, it will be seen that none of these passes are very formidable and most of them can be turned.

The approaches to the capital, which is situated in a valley almost surrounded by high hills from which the city could be easily shelled, afford good tactical positions for the defence of the city. The valley in which Kuei-yang lies extends some distance to the south.

The country between Chen-ning and the capital is very favourable to the movements of troops being composed of open rolling hills covered with grass and bracken about 18 inches high and almost bare of trees, except for a few isolated copses. The roads too could be quickly made passable for all arms.

All the chief cities and towns in Kuei-chou are commanded by hills at close artillery range.

The best lines of advance for troops to the capital of Kuei-chou are Lines of advance into the province. from the east through Hu-nan; from the north from Chung-king or Sui-Fu; from the west from Yün-nan city; from the south *via* Nan-ning and Pô-ssu; and from the south-east from Canton *via* Kui-lin.

CHAPTER IV.—CLIMATE.

Temperature; Rainfall; Diseases; Sanitaria.

TEMPERATURE.

A Chinese proverb says "Take care of yourself in the hot weather in Ssu-ch'uan, or when exposed to the winds of Yün-nan, or to the rain and mists of Kuei-chou."

In spite of this, however, the greater part of Kuei-chou (that which is called the plateau) enjoys a very healthy and most excellent climate, especially suited to Europeans.

Outside a small town (Shen-ching-kuan) west of the capital are "four stone lions, two facing east, with imitation scales to represent the rainy character of the province of Kuei-chou, and two facing west, with imitation scales and dust, indicating the rainy *as well as* the windy reputation of Yün-nan."

There being no "treaty-ports" within this province, and no foreigners, other than a few missionaries, statistics regarding the climate are not easily obtainable.

From the 1st to 31st January 1899, marching from Chen-yüan in the extreme east of the province to Ping-i in the west, the thermometer varied from 29° Fahr. the lowest, to 56° Fahr. the highest temperature. The weather was throughout extremely unpleasant, with rain, snow, sleet, mist, and fogs, and seldom a day that was not more or less overcast.

The following is extracted from the report of the Lyons Mission of French account of the climate. Commerce, 1895-97, as illustrative of the extremes of temperature and of the mountainous nature of the country in Kuei-chou:—

"Pour en donner une idée, et pour ne pas dérouler une énumération fastidieuse de variations d'altitude, je dirai simplement que cinq jours plus tard, au col de Ta-tien-kuan de l'autre côté de la rivière de Mao-k'ou, 1800 mètres environ, nous voyions, en nous retournant vers l'ouest d'où nous venions, huit chaînes profiler derrière nous leurs plans successifs. Dans la vallée de Mao-k'eun ho, à 800 mètres d'altitude environ, nous avions trouvé la canne à sucre et des oranges, et le thermomètre marquait 27 degrés à l'ombre, à 2 heures de l'après-midi, le 25 janvier. Le 21, nous avions circulé pendant toute une matinée au milieu de la neige. Nous devions la retrouver à Kuei-yang (fou) pendant le mois de février, et, en somme, le temps fut détestable à partir de notre entrée au Kuei-tcheou et jusqu'à notre arrivée dans la province du Se-tchouan."

RAINFALL.

During December, January and February a good deal of snow falls. Five or six inches of snow fell in a couple of days at the end of December 1898 in the Chen-yüan district in the east of the province. This place is only some 2,000 feet above sea-level. Snow lay on the ground to a depth of several inches during January 1899 west of Kuei-yang at an average altitude of 4,000 feet above the sea. In the south again the climate approaches more to that of Kuang-hsi; it is very much warmer, and has the reputation of being unhealthy.

Mist and fogs are common throughout the winter months. The rainfall is considerable, and is distributed more or less throughout the year. It is heaviest in the south, and south-west.

DISEASES.

Malarial fever is common in the south but rare on the plateau.

The general appearance of the inhabitants on the plateau, particularly those in the north of the province in the South, more healthy than the Pi-ch'ieh District, and the aboriginal hill tribes, is extremely healthy and robust, denoting an absence of disease and fever. Goitre is very common in the south and west, and the people inhabiting those regions are less robust and more subject to malarial fever, and its consequences.

SANITARIA.

Kuei-chou has been called the "Switzerland" of China, and there is no lack of beautiful scenery, and suitable sites for cantonments on a very large scale. It has many attractions as a place of residence for Europeans and Americans; and all the foreigners now dwelling in the province look as healthy, if not more so, than many people in England and Scotland.

CHAPTER V.—RESOURCES.

Agriculture; Mines; Commerce; Productions; Imports; Industries; Manufactures; Prices; Labour and Wages; Rate and Cost of Travel; Vehicles; Transport (water and land); Domestic animals.

The resources of Kuei-chou have never yet been properly developed. What prosperity there was formerly was dispelled by the great "Miao" Rebellion from 1845-75. Mr. Consul Bourne aptly remarks "to the natural beauty of the province the works of man present a melancholy contrast. It is ten years since I was last in the province, but I see very little change in that respect. This slowness of recovery from the Rebellion is no doubt due to want of capital. Such fixed capital as the people

Resources undeveloped. then had, in the form of cattle, buildings and farm implements, was destroyed in the Rebellion and thirty years of confusion had so destroyed confidence, that money did not come in from the neighbouring provinces, so that fixed capital could only be replaced by saving. The chief sources of saving in China are profits of trade, official peculation, and rent of land; and all these must have been little or nothing for years after the Rebellion."

Mr. Consul Hosie speaks of this province in much the same strain. "Where are the 'Miao' that used to till these fields and tend their herds on the mountain sides? They were butchered and their bones are rotting underneath. Northern Kuei-chou is a huge grave-yard."

AGRICULTURE.

"Terrace-cultivation as compared to that of Ssu-ch'uan and Hu-nan, is Terrace-cultivation not fully utilised. very little carried on. "Nine-tenths of the land which would be cultivated in Ssu-ch'uan, here lies fallow. Only the valley bottoms are cultivated and only enough grain is grown to feed the population of each valley; more would be wasted as it could not be got to a market. The hills are covered with grass, but there are no sheep or cattle. There is no cultivation, no houses, no traffic, still the hills are well-wooded and covered with good grass that might support flocks and herds, but the Chinese seem never to have been a pastoral people, they drink tea and spirit, make cheese of beans, and eat pork"

The above quotations are deemed a fitting prelude to a chapter on the resources of this province, since without inhabitants and some amount of capital it is impossible that the natural productions of the soil can be turned to full account.

Travellers accustomed to the enormous populations of Ssu-ch'uan and the Lower Yang-tze provinces, and to the thrifty and industrious habits of the inhabitants of those provinces and of Hu-nan, are rather apt to take a gloomy view of the possibilities of Kuei-chou.

There are nevertheless many parts of the Central Provinces of India Compared to Central Provinces of India. which present a far less promising appearance so far as man and his works are concerned than Kuei-chou does, and yet such places manage to pay their way and to support a railway. The Central Provinces of India have not got nearly the amount of mineral resources that now lie dormant in Kuei-chou, nor are they possessed of such an excellent temperate climate.

MINES.

As in Yün-nan, the minerals form the chief source of wealth in Kuei-chou.

The north-west Region is richest in mineral wealth as a glance at the map will show.

In the district of Jen-huai are found iron and silver; in Chen-yüan is iron-ore of the best quality, and coal abounds everywhere.

Mercury, or to be more exact "cinnabar," forms, however, one of the minerals most exploited in former times. It exists in the north at Wu-chan-yen and again in the south on the Kuang-hsi frontier, and around Hsing-i. Also at Yang-lin. There are extensive mines at Pei-ma-tung.

In treating of the resources of this province, for the sake of convenience, it is proposed to again divide it up into the regions as was done in Chapter I, "Geography."

1.—The North-East Region.

The principal crops are maize and wheat, and a small quantity of rice.

Principal productions.

Pine and T'ung oil trees grow in abundance.

Very little opium is grown.

Such a country produces trade only in very small quantities, and the Commerce. large boats which bring salt from Chung-king find little to load up with on the return voyage.

Coal there is, in plenty, but it is only used locally, there being larger and better supplies close to Chung-king. Only sufficient grain is grown for local consumption.

The river Wu-chiang, which joins the Yang-tze at Fu-chou, was formerly one of the great trade routes between Ssu-ch'uan and southern China, but the trade is now confined chiefly to the import into Kuei-chou of salt from Ssu-ch'uan. Big junks carrying 20 tons can get up as far as Kung-t'an at low-water, and to Hsi-lan in high-water. Thence cargoes proceed in quite small boats to Ke-chuang-szü.

Most of the foreign goods for this district come by way of Hu-nan and Tung-jen.

The chief articles of import are cotton (raw), Hu-pei cotton cloth, a small quantity of Indian cotton yarn, some Imports. kerosine oil, and a few foreign goods,

together with a certain quantity of Ssu-ch'uan fancy ware for women. Most of the latter is hawked about by men who travel over Western China each year selling a variety of small articles.

The people of this region are mostly occupied in growing sufficient Industries and Manufactures. grain for home use, and in the manufacture of Ch'a and T'ung oils, and various varnishes.

Coal-mining is carried on in the usual primitive "rabbit-burrow" System of mining. fashion, which is sufficient to ensure a local supply; iron-ore is also mined and smelted on a small scale. In former days cinnabar was much mined in the vicinity of Wu-ch'üan, but is not much worked just now, although the French are reported to be about to re-open some of the mines. Sulphur is mined at Hsi-lan.

The export of timber, and the manufacture of rough paper from bamboo for incense burning, affords occupation to a certain number of the inhabitants.

A good deal of rather coarse, but very stout, heavy silk is grown and manufactured into pieces in the **Chen-an** district and sent chiefly to **Kuei-yang**.

Silk.
The country is sparsely peopled and cannot therefore produce very much of anything. A Hsien or district town seldom has more than 5,000 to 6,000 inhabitants, and frequently a smaller number.

2.—*The North-Western Region.*

The prefecture of **Pi-ch'ieh** is the only really fertile spot in this somewhat bleak and desolate corner of the province.

Maize and wheat are grown on the higher plateaux; and rice and beans are produced in limited quantities in the more sheltered spots. **Pi-ch'ieh** manages to produce enough beans and maize to be able to export a small quantity to **Ssu-ch'uan** in return for the salt which comes from **Yang-lin**. Where the soil is fertile opium naturally finds a place, and **Pi-ch'ieh** is reported to produce about 5,00,000 taels worth of opium per annum. Its local price is 13 taels the 100 ounces.

This region also produces a small quantity of hemp, with which the "Miao" or aborigines make their clothes; gall-nuts and medicines and in **Jen-huai** a little sugar-cane and some tea are also grown.

This part of **Kuei-chou** is also one of the richest in minerals and metals. Within it are to be found coal, iron, copper, lead, zinc, and silver. Coal exists in vast quantities, it sells at 15 cash (one half-penny) a load (*i.e.*, a coolie-load of about 60 to 80 lbs.) at the pit's mouth.

Silver and iron-ores of good quality are also found in the district. **Pi-ch'ieh** receives from **Ssu-ch'uan** an annual supply of 400 bales of cotton yarn, each of 320 chin or say about 426 lbs., and from this place they are distributed throughout the province. The finest quality is sold at 96 taels the bale of 426 lbs.

Raw-cotton also comes from **Ssu-ch'uan**. The importation of so much yarn and raw-cotton gives occupation to each house-hold in the manufacture of sufficient cotton cloth for local needs.

The district of **Jen-huai**, which owing to its remote position in the north-west corner escaped from the ravages of the rebellion, is fairly well populated. The city itself has only a population of some 3,000, but there are numerous busy market villages situated in the valley of the **Chê-shui** river.

The region of the north-west is the most sparsely populated of any in the province. The population is an agricultural one, though a certain number find employment in mining. It is, however, very doubtful whether the country could support a greater number of people. It is worth noting that the proposed railway extension from **Yün-nan** city to the **Yang-tze** in **Ssu-ch'uan** would pass through this district. **Pi-ch'ieh** the largest and most important city of this

region, has a population of about 15,000 to 20,000, the smaller figure being probably nearer the correct number.

A market village in Kuei-chou has about 500 inhabitants. Weining has a population of about 5,000 or 6,000 people. Shui-chen-tin, an important salt-market, south of Pi-ch'ieh, has about 4,000 inhabitants, including the suburbs. As above mentioned Jen-huai is, for its size, the most populous district of this part of the province.

3.—*The Eastern Region.*

This part of the province includes the prefectures of Tung-jen, Tsün-i, Chen-yüan and Kuei-yang.

(i) *Tung-jen Prefecture* produces large quantities of Tung oil and varnishes which are sent to Hankow. Cultivation is scanty, much of the country being composed of barren grass-covered hills. The usual crops (rice, beans, and wheat) are produced in quantities only sufficient for local consumption.

The main trade route is to Chen-yüan on the Wu-ho and also to Chen-ch'i lower down the same river and thence through Hu-nan to Hankow. Cotton cloth and foreign goods in small quantities find their way to this part by this route.

(ii) *Tsün-i Prefecture* holds the second place among the prosperous districts of the province.

It has a population of from 40,000 to 50,000 mostly employed in the production and manufacture of raw silk. The surrounding district probably contains 250,000 to 300,000 inhabitants. Pan-ch'iao is one of the most important towns, having about 5,000 inhabitants.

The chief export is "raw" silk, and silk goods made from it. Medicines and a little paper are also exported via Hu-nan.

Hu-pei cotton cloth, Indian yarns, and kerosine oil form the chief articles of import. Nearly all these come via Chen-yüan, 9 stages from Tsün-i. Salt comes from Ssu-ch'uan in considerable quantity.

Mei t'an, a place of about 7,000 to 8,000 inhabitants, is an important commercial centre. It is 4 stages from Tsün-i, and 230 li from Wu-chuan. From this place several routes radiate to Tung-jen and other places.

(iii) *Chen-yüan Prefecture*.—Very little grain is produced in this department and it has to be brought from down river by boat.

Chen-yüan city is the limit of navigation of the Wu-ho (the northern branch of the Yüan river), and it is therefore a very busy place. Nearly the whole of the trade of the eastern portion of the province, together with most of the opium, finds its way by this route through Hu-nan to Hankow.

The city has a population of about 12,000 souls, the greater number of whom are boatmen, a turbulent class, and large numbers of boats are always obtainable. This part of Kuei-chou has an evil reputation; it is full of rowdyism and is extremely anti-foreigner.

In 1895 Chen-yüan imported £40,000 worth of foreign goods on transit-pass from Hankow.

P'ing-yüeh produces a good deal of indigo which is sent to **Hu-nan**.

Near Ch'ing-ch'i there are large deposits of splendid iron-ore, and extensive iron-works exist here. (See footnote.) They were originally set up by Englishmen and the whole of the machinery is by English makers. They

Metals and minerals.

stopped work after about 2 years, as they did not pay. Recently (1899) report says they have been again taken in hand by a Chinese-French syndicate. It is doubtful whether they will pay even now. The mineral wealth in this prefecture is, however, considerable and will be very valuable in the distant future, when railways come to be made, and the means of communications are improved. Good coal is found in abundance near old Huang-p'ing some 90 li north-west of new Huang-p'ing which is west of Chen-yüan.

(iv) **Kuei-yang** *Prefecture* including **An-shün**.—Rice, wheat, maize, oats, beans, and opium form the chief crops

Agriculture and commerce.

and the oats make fair oat-meal. This part of **Kuei-chou** is more level and affords more space for cultivation than elsewhere. Coal is plentiful and of excellent quality.

Kuei-yang is a busy town of about 125,000 inhabitants including the suburbs. It does a large trade in cotton yarn

Imports.

(chiefly Indian) and a good quantity of cotton

cloth is imported from **Hu-pei**. It is worthy of note that such small quantities of cotton cloth as are imported into the south-west of the province come *via* **Hu-nan** to the capital and not from the south.

Other articles imported are calico, kerosine oil, and matches.

The chief articles exported are, first and foremost, opium; then indigo

Exports.

and gall-nuts. There is also a large export of wood-oils.

4.—*The South-West Region.*

This part of **Kuei-chou** may be divided into two parts—(a) the plateau, (b) the country bordering on **Kuang-hsi** and lying at a much lower level than the plateau.

(a) *The Plateau.*

The southern boundary of this plateau might be marked by a line drawn from Ping-i to Hsing-i (hsien), i.e., Huang-t'sao-pa.

The soil of these districts is fairly fertile, although less so than in the

Agriculture and commerce. east of the province, and the land round

Huang-t'sao-pa, Chen-ning and **An-shün** is of better quality than elsewhere.

Round Hsing-i (fu) the country is rather poor, and the hills are very bare of trees, having been much denuded by the practice of burning the

The Iron-works at Ch'ing-ch'i (east of Chen-yüan) were built in 1891-92 by P'ang, Governor of **Kuei-chou**. They were erected at a cost of nearly £300,000. After being in work for little over one year a deficit was declared amounting to over £100,000; so in 1893 the Emperor ordered the works to be closed. In 1894 one "Tsen" again started them, but after losing some £10,000 in one year, the works were again ordered to be closed in 1895. P'ang eventually poisoned himself in Shang-hai. Since 1895 the works have not been re-opened; but in January 1899 it was reported that 2 French Engineers were on their way to **Kuei-yang** to start work again at Ch'ing-ch'i. There is excellent iron-ore all round the locality, but good coal has as yet only been found at old Huang-p'ing, and the cost of carriage of the coal and of the iron, when made, does not pay the cost of production.

wood for manure, but from Chêñ-feng to T'ai-p'ing-kai the district is more productive.

The country through which the old, or southern branch, of the main road passes (see map), although very hilly, is fairly well-cultivated in terraces with opium, and dry and wet rice crops. Most of the towns along this route are in ruins, the population having dispersed into the country and formed villages and farms.

The new main road (see map) passes through a somewhat barren country composed of grass-covered hills, which would afford good pasture.

Rice is grown in the best soils, and a good deal of maize is grown on the higher ground. Other crops are rape, buckwheat, wheat, and, chief of all, opium. A small quantity of sorghum or Kao-liang (millet), indigo, and barley are grown; and huge fields of carrots, turnips, and radishes, especially the latter, are conspicuous in most parts. These roots attain enormous dimensions.

The old main road from Kuei yang to F'ing-i passes right across a very large coal-field running north-north-west, south-south-east, and along that portion

Metals and minerals. of the route between Chen-ning and P'u-an (t'ing) the road is actually made of coal and every little hamlet has a small private coal mine of its own. Most of this coal, obtained by Chinese methods, is very friable and generally bituminous, but there can be little doubt that good lump anthracite coal exists deeper down below the surface, while here and there lump coal is worked by the Chinese near the surface. Coal is also found 80 li from Hsing-i (fu), and to the north mercury exists, and in former times some important mines were worked in the district.

There is also abundance of good building stone, but timber is scarce.

Mercury and copper exist along both the old and new roads near P'u-an-t'ing and Mu-yu-ssu.

As already mentioned many of the towns in this region are in ruins, and except in the extreme east, no part of the

Population. province shows greater signs of the ravages of the great rebellions which have occurred from time to time during the last 100 years, and Hsing-i (fu) was one of the last strongholds of the Mahomedans.

The total population of this region may be put at 2½ millions.

The chief towns are as follows:—

An-shün prefecture thinly populated.	An-shün	... 40,000 to 50,000 inhabitants.
	Tin-nan	... 1,500 inhabitants.
	Chi-ch'ang	... 6,000 ,,
	Mao-yün	... 1,200 ,,
	Kao-pu	... 5,000 ,,
Chen-ning sub-prefecture thinly populated.	Chen-ning	... 10,000 ,,(probably overstated).
	Chian-lung	... 3,000 ,,
	Lang-tai	... 6,000 ,,

Along the new main road the popula-

Old road .	P'u-an (t'ing) ...	7,000 inhabitants (a prosperous city).
	P'u-an (hsien) ...	2,000 " (in ruins).
	An-nan ...	5,000 "
	Hsin-chen ...	5,000 " (a good number of Mahomedans).

Hsing-i (fu) ...	8,000 to 10,000 inhabitants.
Hsing-i (hsien) or Huang-t'sao-pa	15,000 inhabitants. Important commercial centre and meeting of routes.
Chen-feng ...	5,000 inhabitants.
Che-hsiang ...	3,500 "
Pa-lin ...	1,300 "
Kin-hua ...	5,000 "

Opium.

The amount of opium produced annually is roughly as follows:—

An-shün District	... 4,500 loads of 1,200 ozs. each
Chen-lin ,,	... 10,000 , , , ,
Hsing-i ,,	... 8,500 , , , ,

or 12 to 14 million ounces for the whole of the south-west.

Price of opium. New opium varies from 7 to 9 taels per 100
ounces. (6 Tls. = £ 1.)

Trade routes.—Most of the trade with south-west Kuei-chou goes *via* Nan-ning and Pakhoi, a small quantity only *via* Canton; although, undoubtedly, the “natural” trade route is *via* Wu-chou and Canton.

(b) Lower Kuei-chou.

The whole of this part of the province differs from the plateau. Here the limestone formations of the latter give place to hills and valleys of sandstone inhabited by “Miao” or aborigines, who do not trade to the same extent as do the Chinese, and about whom little is known. Some account of them will be found under the Chapter on “Ethnography.”

The chief products of this region are sugar-cane and cotton, buffalo hides, indigo, paper, and a kind of camphor called in Chinese “pin-pien.”

The people in these regions manufacture their own clothes from locally made yarn and cloth.

5.—The South-Eastern Region.

This district, especially around Li-p'ing is extremely rich in mineral products, especially iron-ore, coal, vermillion, and quicksilver.

Li-po produces excellent tobacco; oats are grown by the “Miao” tribes in the hills, which are densely covered with forest trees, chiefly pine, the timber of which is largely exported. Most of the products found in other parts of the province exist here also, except opium, which is imported from the centre and west.

To sum up the commerce of Kuei-chou province. The principal exports are:—

Opium from all parts of the province except from the south-east; vegetable oils from the north-east; wood from the south-east; indigo, camphor, buffalo hides, and sugar-cane from the lower regions in the south.

Mineral products are :—

Mercury, silver, and copper in the south; *vermillion and iron-ore* in the east and north-east; *coal* throughout the northern half of the province and especially along the high-road from Peking to Bhamo.

PRICES.

Straw shoes—10 to 20 cash per pair ($\frac{1}{2}$ to 1 anna per pair).

Hemp shoes—half as much again.

Salt, a Government monopoly, all comes from Ssu-chuan. Salt—50 to 60 cash per catty ($1\frac{2}{3}$ lbs.).

At An-shün prices are slightly less than at Kuei-yang, and they are considerably less away from large cities and towns.*

Provisions are cheap and the cost of living is small.

Pork—10 cash per chin or catty ($1\frac{2}{3}$ lbs.).
Mutton—60 " " "
Beef—60 " " "
Eggs—3 cash each.

The following is a list giving some prices of various articles in Kuei-yang, the capital :—

Rice, 1st quality—3,400 cash a tan ($133\frac{1}{3}$ lbs.).

Rice, 2nd " —2,600 cash a tan.

Wheat—1,420 cash a tan.

Buckwheat—1,100 cash a tan.

Indian-corn—4,000 cash a tan.

Potatoes—34 cash a chin ($1\frac{2}{3}$ lbs.).

Coal (large lump)—230 cash for 100 chin (say 7½ annas for 67 seers, about one rupee for $3\frac{1}{2}$ maunds of coal).

Small coal is much cheaper—about 160 to 200 cash for 130 chin.

Quicksilver—Tls. 1·5 a chin (about Rs. 3-12 for $1\frac{2}{3}$ lbs.).

Vermillion, 1st quality—Tls. 4 a chin (Rs. 10 for $1\frac{2}{3}$ lbs.).

Vermillion, 2nd " —Tls. 1 a chin (Rs. 2-8 for $1\frac{2}{3}$ lbs.).

Tobacco from 150 cash to 320 cash a chin (say 5 to 10 annas for $1\frac{2}{3}$ lbs.).

Opium—200 cash an ounce. Tls. 13 per 100 ounces (Rs. 33-8 per 100 ounces).

Kerosine oil—6,500 cash or Tls. 6·5 or Rs. 13-12 per case of two tins.

Deal wood stable-buckets—80 cash the pair ($2\frac{1}{2}$ annas the pair).

Coal is found in abundance along the whole route from east to west

Abundance of good coal. and is consequently dirt cheap. The coal at An-shün is of splendid quality and all in fine large lumps. Petroleum exists in some parts.

Foreign goods such as cotton cloth, lamps, umbrellas, kerosine oil, candles, matches, and clocks are obtainable in small quantities at all the chief cities and market towns. They are remarkably cheap considering the distance they have been brought overland. The quality, except of the oil, is as a rule very inferior.

* $6\frac{1}{2}$ Taels = £ 1 approximately.
35 cash = one penny approximately.

In speaking of the commerce and productions of this province it is well to note that it is better served in the matter of inland water communications than **Yün-nan**, although far behind every other province of the empire, in almost every way. Difficult of approach except from the east and south east, once on the plateau roads and railways could be advantageously made.

Forage is plentiful and there are excellent grazing grounds.

Ponies and mules are bred to a limited extent, but the country around **Pi-ch'ieh** and **Wei-ning** is suited to breeding and large herds might be reared there. Sheep and goats are fairly numerous during the summer months, but migrate south during winter. Fish, though not very common, are nevertheless obtainable at fairly cheap rates, and run up to 10 lbs.

Throughout the province, provisions are plentiful and varied.

Foreigners living at the Capital and at **An-shün** keep an excellent table. The grape and all kinds of fruit thrive well, and the R. C. Missionaries make their own wine which is most excellent, and the jams and preserves are exceedingly good. Good porridge is obtainable from locally grown oats. Honey is both plentiful and good.

Owing to the scanty population in both **Kuei-chou** and **Yün-nan** any large force would find some difficulty in obtaining a sufficient quantity of food for the troops; the importation of grain from **Hu-nan** via the **Yüan** river would, however, be both cheap and easy.

LABOUR AND WAGES.

The scanty and scattered nature of the population makes labour extremely scarce and difficult to obtain, although it does not seem to enhance the price to any appreciable degree. The most populous district is of course that of the Capital.

The average daily wage for half-skilled labour in the Capital is about 300 cash or 8 annas a day, and a man can live well for three pence a day or say 70 cash, about $2\frac{1}{2}$ annas.

It must always be borne in mind, in comparing the subject of wages in China with those in India, that a Chinese will do nearly double the work that an Indian will in a given time, and being physically a very much stronger man, and able to use his arms as well as his legs like a foreigner, the Chinese is a generally more useful and handy individual. The most astonishing thing about a Chinese coolie is that he manages to get through an enormous amount of work with little or no meat. Beyond a piece of pork now and again for a treat he lives on nothing but plain boiled rice with an escort of bean-curd, pickled cabbage or pepper sauce to see it down. After eating they drink the water in which the tea has been boiled.

Tea is not common in **Kuei-chou**, being too expensive after transportation from the provinces where it is grown; but it is generally obtainable at the big towns and at the inns along the roads.

At **P'u-an-t'ing** on the western border wages run:—

Unskilled labourer	... 150 cash a day (about $3\frac{3}{4}d.$)
Coolie	... 200 " " " (about 5d.)
Skilled labourer	... 300 " " " (about $7\frac{1}{2}d.$)

Missionaries pay their servants a dollar or two a month and give them board and lodging.

Throughout China, although the actual rate of hire seems higher than in India, the cost of labour is probably not greater owing to the larger amount, and better quality, of the work done by the Chinese coolie or workman.

RATE AND COST OF TRAVEL.

Travelling in Kuei-chou, west of the capital, is much the same as in Yün-nan and not more dangerous east of Kuei-yang. More care is required in dealing with the natives, and it is noteworthy that, besides Mr. Margary and a few British and American Missionaries, no travellers have visited that part of China.

The cost of travelling in Kuei-chou is about the same as that in Yün-nan.

60 li (18 miles) a day is the usual rate of travelling. Stages vary from 45 to 90 li (13½ to 27 miles).

Average cost Tls. 0·22 per man and Tls. 0·20 per animal (mule or pony) (9 and 8 annas respectively).

A coolie pays 50 cash to pass the night at an inn, including two meals of rice.

A traveller on horse-back pays 60 to 80 cash.

A traveller in a chair pays 70 to 100 cash.

The cost varies according to the status of the traveller and custom of the locality.

A native may expend from 8c to 150 cash a day, all included.

A Sedan-chair with three bearers (the usual number) costs Tls. 0·72 per day (about Rs. 1-14-0).

(NOTE.—One tael averages 1,100 cash and is worth in western Yün-nan from 2½ to 2½ rupees; 30 to 45 cash equal 1d. or about one anna).

VEHICLES.

There are no vehicles of any kind. The nearest are met with west of Ping-i just across the border in Yün-nan. Hosie says: "During the whole of my time in Kuei-chou I never once saw a cart, the entire trade, such as it is, being conducted on the backs of bipeds and quadrupeds." There are practically no cart-ruts south of the Yang-tze river.

TRANSPORT (WATER).

So few of the rivers are navigable for any distance within the province that the question of water transport becomes of secondary consideration.

The heads of navigation throughout the year are:—

Chen-yüan on the Wu-ho from the east.

Kung-t'an on the Wu-chiang from the north-east.

Erh-lung-t'an on the Chê-shui-ho from the north-west.

Pô-chiao on the Hung-shui from the south.

San-ch'iao on the Liu-ho from the south-east.

At the first two-named places large numbers of good sized boats (Mai-yang) are obtainable at all times of the year.*

* For list of boats see Report on Hu-nan.

During the summer months small-sized boats ascend a considerable distance above the places mentioned. These spots are shown on the map by an anchor.

TRANSPORT (LAND).

Mule transport. Mules, ponies, and coolies are used ; the latter prevail.

A certain number of mules and ponies are bred in the province especially on the northern plateau and around Hsing-i (fu) in the south, but the great majority of the mules met with, carrying goods along the roads of Kuei-chou, are bought in Ta-li in Yün-nan and are bred in the district of Li-chiang and north of the Yang-tze river. A few come from Kan-su and Shan-hsi provinces ; especially the larger kind suited for Mountain Artillery.

Baggage animals average from 80 to 100 li (24 to 30 miles) per day and cost Tls. 0·20 per stage. For goods the standard is one of weight, and the charge is Tls. 0·35 per 100 li (14 annas for 30 miles).

The load is about 140 *catties* or 186 lbs. or 2 mds. 13 srs. The average mule or pony is only from 11½ to 12½ hands high.

One man looks after three animals. The saddle is the same pattern as that used throughout China (see Colonel Bell's Report), but the pads are badly stuffed and not so well looked after as they are in Kan-su, Shan-hsi, and North China generally ; the result is that the percentage of sore-backs is very large. One halt is made about midday, when the saddles are removed as well as the loads.

The advantages of the Chinese transport saddle are :—

Cheapness.

Easy to make and repair.

Quickly and easily adjusted.

A minimum of straps, ropes, and buckles.

No girth-galls.

Durability.

When an animal falls over a khud the pony and load separate.

The disadvantages are :—

Liable to cause very bad sore-backs unless carefully attended to ; this is not so much the fault of the saddle, as the absence of girths, and neglect of the pads.

Delay in tying on and untying the loads from the saddle, which requires that they should be very securely lashed.

Large numbers of mules are available at the heads of navigation of the chief river routes (see water transport) and at the capital ; Chen-yüan is one of the best places at which to hire baggage animals. The numbers available, however, are much smaller than those at Yün-nan and Ta-li cities (see Captain Davies' Report).

All that has been written by Colonel Bell and Lieutenant Younghusband regarding transport animals in Northern China (particularly in Shan-hsi), and by Captain Davies concerning Yün-nan, applies with equal force to Kuei-chou, with this difference, that the people of this province being extremely poor compared to those of the other provinces of China, do

everything connected with transport on an inferior scale to that in the north of China. **Kuei-chou** is behind **Yün-nan** in this respect.

A baggage animal may cost anything from 8 to 20 taels according to his capabilities (Rs. 18 to Rs. 55, according to exchange). A few larger animals are of course dearer, say 80 to 100 rupees,

The system of land transport in China is admirable, and, like the water transport, its equal is not to be found throughout Asia, *at the price*, and considering the degree of civilisation.

The majority of the ma-fus or mule-drivers do their own shoeing and doctoring ; they are a remarkably hardy set of men, and adepts in their own line of business.

The distances covered each day for months on end, the weight of the loads, the absence of loss or damage to goods, and the low rate of hire is not surpassed in any other country in the world, in which railways or cart-roads do not exist.

A force operating in western or south-western China would be extremely mobile, if furnished with a properly organised system of Chinese mule and coolie transport.

A very large proportion of the merchandise of **Kuei-chou** is carried on the backs or shoulders of coolies. There

Coolie transport. are many methods of adjusting the loads both with the shoulder-pole and the back-cradle; but the load is never carried on the head, nor without some form of cradle or netting.

Most of the coolies who carry back-loads come from **Ssu-ch'uan** and the north, while those using the shoulder-

Manner of carrying loads. pole hail from the south and **Kuang-tung**. Those hailing from the direction of **Hui-li** and **Chao-tung** are remarkably strong, and carry enormously heavy loads.

The average load is 80 *catties* (106 lbs.) and the average stage is 70 li a day (21 miles).

The average wage is for 100 li Tls. 0.36 for 60 to 70 *catties* or Tls. 0.18 Wages. to 0.22 per stage (8½d. per stage of 21 miles).

Although numbers of coolies are met on the roads, most of them are only birds of passage, carrying loads to and from the province. Few belong to the province itself.

Coolies are not so useful as baggage animals except for very perishable articles. They travel at about 8 li (2½ miles) per hour, including halts, in a mountainous country ; on the flat they do 9 to 11 li an hour, where the li are not too long. The Chair-coolies are herculean in the weights they carry, and the manner in which they get over the most execrable roads, and almost impassable places, in any weather, and up and down the steepest inclines, excites both wonder at the feat and pity for the man.

Baggage animals do 9 li an hour, including halts, in very bad country, and 10 to 11 li an hour when the roads are level and good.

Hiring, either coolies or animals, is done through an agent, who takes all responsibility for loss or damage through the fault of the men or animals. He sends a "*fu-t'ou*" or head-man in charge, who undertakes all responsibility, and it is only necessary to tell him where to halt, and what loads are required each day, to ensure all going smoothly. Although he carries nothing he is paid for as for an extra coolie.

DOMESTIC ANIMALS.

These are the same as in **Yün-nan** and **Hu-nan** with the addition of a few herds of sheep.

The breed of ponies is small, like those of **Ssu-ch'uan** and under 12 hands. The breed of mules is inferior to those of **Yün-nan**. Both are scarcer than in **Yün-nan**, although more plentiful than in **Hu-nan**.

Buffaloes are numerous in the southern portion of the province; a considerable trade is done in them, and they are marched from great distances.

The sheep go south during the winter months, returning in the summer to graze upon the hills east and south-east of **Pi-ch'ieh**, and west of the Capital.

Pigs are numerous, and of various breeds: some short-snouted and some more than ordinarily long-snouted.

Pork plentiful. Pork is the staple meat food. A live pig is sold by weight.

There is a very fine breed of poultry and ducks, all of which are plentiful considering the population.

CHAPTER VI.—HISTORY AND ETHNOGRAPHY.

Ancient History; Rebellions; Description of the various races; Sub-divisions and numbers; General characteristics; Religion; Language.

ANCIENT HISTORY.

The early history of **Kuei-chou** is still unpublished to the Western world; and as the more modern history is chiefly made up of struggles between the conquering Chinese, and the conquered, or partially conquered, aborigines, it will be best to treat the history and ethnography of the province under one heading.

It is now established beyond any doubt that the pure Chinese inhabitants of **Kuei chou** are an alien race, who emigrated from the surrounding provinces in the north and west, and settled in the land after the original tribes inhabiting the country had been partially subdued by a race who preceded the Chinese and who had been driven by them from the more fertile plain districts of the **Yang-tze** valley.

From A. D. 1650 down to some 30 years ago, the Chinese have waged a ceaseless war against the aboriginal tribes. The history of the subjugation of these people, as also of those of **Yün-nan**, **An-nam**, and portions of Burma is extremely interesting reading, and bears quite a remarkable resemblance to the history of the subjugation of the races of India by the British.

In ancient times the “**Miao-chia**” or real aborigines occupied the plains of Central and Southern China, notably those around the **Tung-t'ing** and **Po-yang** lakes. Gradually they were driven by colonies of Chinese into the mountains and hills of the west and south-west; and for centuries they occupied the country of which **Nan-ning** in **Kuang-hsi** is the centre. Here, divided by ranges of hills from one another, they naturally formed themselves into various tribes and sects, with different manners and customs, and it is now quite impossible to trace, among them all, the parent tribe. The Chinese ancient history, the “**Chou-ching**,” divides them into three principal groups called “**Pai**,” “**Lan**,” and “**Hung**,” i.e., white, blue, and red. The descendants of these still exist in **Kuei-chou**. These have now become sub-divided into many others, all designated by colours, in accordance with the prevailing colour of the clothes worn by the women of the tribe.

At the beginning of the 18th century the “**Miao-chia**” occupied the provinces of **Ssu-ch'u'an**, **Kuei-chou**, **Hu-pe**, **Hu-nan**, **Kuang-hsi**, and the frontiers of the province of **Kuang-tung**.

Since then, constant wars with the Chinese have greatly thinned their numbers, and gradually driven them back from the fertile valleys and plains into the more remote and inaccessible hills, where they are now found occupying the mountains of the southern half of **Kuei-chou**, the east of **Yün-nan**, the extreme west of **Hu-nan**; certain parts, chiefly the northern half and west, of **Kuang-hsi**, the north-east of **Kuang-tung**, the north of **Tonkin**, and the frontiers of Burma and China. Monsieur le Père Vial, a Missionary in Eastern **Yün-nan**, states that the Chinese say **Kuei-chou** is the home of the “**Yao**” and the “**Miao**,” and **Yün-nan** is the home of the “**I**” and the “**Man**.” These two latter terms are identical

Killed off by the Chinese.

with "Lo-lo." The "Man" are "independent" or unconquered Lo-lo; while the "I" have been subjugated by the invading Chinese.

Hence we find that Kuei-chou is, according to the "sons of Han," the natural home of the "Miao."

REBELLIONS.

The last great rebellion took place 30 years ago (1868) when the tribes obtained possession of many of the most important towns in the valleys of the Wu-ho and Ch'ing-shui above Ch'ien-yang as well as of those lying south of the plateau towards Hsing-i. Some of the towns, from which they were eventually expelled by the Chinese troops, remain in ruins at the present time (1899). After peace was restored, a line of stone block-houses was built along the great high road from Peking to Yün-nan via Hu-nan, in each of which from 5 to 9 soldiers were placed to watch and guard the road. These posts are seldom used now, and are mostly in ruins.

The above rebellion began in 1858 and continued on and off for over 10 years.

Although the "Miao" hate the Chinese, they prefer to be governed by Mandarins to their old "T'u-ssu," or chiefs, for they are thus only mulcted in one payment instead of, as in former times, having to pay both rulers.

DESCRIPTION OF THE VARIOUS RACES.

It is beyond the scope of this short report to deal with all the non-Chinese tribes dwelling in the hills and valleys of Kuei-chou. They are as numerous and varied as those on the North-West frontiers of the Indian Empire, and might well form the subject of a report by themselves.

Each has a more or less distinct language and dress, as well as different manners and customs. Some are still quite independent, others semi-independent, while others again have been more or less absorbed among the conquering Chinese.

Many soldiers belonging to the various Chinese expeditions sent into the province in former times have taken unto themselves wives from among the aborigines; and as only the latter now retain their distinctive dress, it is difficult to locate, and distinguish, many of those who live near the big towns.

SUB-DIVISIONS AND NUMBERS.

Various authorities now agree in dividing these tribes into three broad divisions, although there are probably as many as 70 or 80 sub-divisions.

The following remarks are taken from the Report of Mr. Consul F. S. A.

Mr. Bourne's classification. Bourne for 1896-97:—"Colonies of Chinese are said to have been planted in Central Kuei-chou in the 12th century, yet the Chinese have neither destroyed nor assimilated the indigenous races who still make, I should say, more than half the population. The north-west of the province is largely occupied by "Lo-lo," a race having close affinity with the Thibetans, and, perhaps, with the Burmese. On the south, "Shans" have come in from

Kuang-hsi and southern **Yün-nan**, and have large colonies at **Tu-shan** and in the neighbouring districts. While the "Lo-los" seem to have colonised this part from the north, from the **Liang-shan**, in the great bend of the **Yang-tze**, their home; and the "Shans" from the south and west, the "Miao" appear to be indigenous."

Thus it seems fair to conclude that the various non-Chinese tribes of **Yün-nan**, **Kuei-chou**, **Kuang-hsi**, **Kuang-tung**, western **Hu-nan**, and **Ssu-ch'uan** may be generalised under the three chief headings already dealt with, *viz.* :—(i) "Lo-lo," (ii) "Shan" or "I-jen," and (iii) "Miao."

The whole are thus summed up by Mr. Bourne: "These non-Chinese races are, so far as my experience goes, quiet people and excellent farmers; they are in no way "savages," although usually more manly than the Chinese, who would certainly regard fox-hunting and football as "savage." But they are not quite so satisfactory to us from a business point of view, because they prefer a rustic life and home-spun clothes, and have not, generally, much taste for luxury."

A good deal of interesting information about these tribes may be obtained from the writings of Pére Michel, a French Missionary at **Kuei-yang**, and from a book by Mr. Clarke of the China Inland Mission called "**Kuei-chou** and **Yün-nan** Provinces."

M. le Dr. Deblenne of the Lyons Mission of Commerce to China will shortly publish the results of his inquiries on the subject. In the Report of the above Mission will be found some valuable notes on these non-Chinese tribes, a few of which have been translated and included here.

The following is given, merely as a general grouping, to serve as a guide to further inquiry. It is that of Dr. P. R. Deblenne given in the Report of the **Lyons** Mission, but founded originally upon that of Mr. Consul F. S. A. Bourne.

The indigenous non-Chinese races of Central and Western China have

Classification of non-Chinese a certain number of characteristics common to all.

They may be roughly divided into three groups:—

1st Group.—"Miao-chia" (the "Mans" of Tonkin) among whom are classed the **Yao-jen**, and the "K'e-lao," akin to whom are the "Lung-chia."

2nd Group.—"Thais" ("Thos" of Upper Tonkin), including the tribes designated by the Chinese as "I-chia" or "I-jen", and (in **Kuei-chou**) "Chung-chia"; as "Pen-ty" and "T'u-jen" in **Kuang-hsi**; and as "Pa-i" (Shans of Burma) in **Yün-nan** of which the "Po-la" are a branch.

3rd Group.—"Hsi-fan" and "Lo-los" ("Khas" of the Laos country) akin to whom are the "Man-chia" ("Man-tzu"), whose proper home is in the great bend of the **Yang-tze** or **Chin-sha** river north of **Yün-nan**.

All these names, "Miao," "Man," "I," "T'u," "Pen," "Tzu," are Chinese contemptuous terms for those inhabitants of the Chinese Empire who are not "Han-jen," that is, "sons of Han."

Their exact signification is not always now traceable. "Miao"

Meaning of names. means "a sprout" and "Tzu" "son of";

hence "Miao-tzu," sons, or sprouts, of the

soil. "T'u," again, means "earth," or "soil"; hence "T'u-jen," men

of the soil, or the lower classes. "I" corresponds to our words "savage," "barbarous," "non-civilised"; "chia" signifies a family; hence "I-chia," savage or uncivilised families. It must not, however, be supposed that any of these tribes are "savage" in the sense in which we are generally accustomed to use the term. They are, in a sense, as much, if not more, civilised than many of the tribes on the North-West Frontier of India. Some tribes are more civilised than others according to the degree of "subjugation" which they have undergone at the hands of their conquerors, the Chinese.

These people are in no way like the barbarous tribes found on the frontiers of Burma and Assam; while they are, as a rule, extremely friendly to foreigners.

These non-Chinese peoples, who are for the most part the original "sons of the soil," although they may not be now found in the exact spots in which they originated, dwell chiefly in the hills and mountains, and the smaller, more remote, and less fertile valleys. They chiefly occupy farms and small villages. The most valuable parts of the province, the towns, cities, and commercial centres, are in possession of the Chinese and half-breeds, i.e., the offspring of Chinese and aborigines who have intermarried.

At the present time the principal compact groups above mentioned occupy distinct localities. Thus the "Lo-los" dwell in the south-west of Ssu-ch'uan, between the valleys of the Chien-chan and Yang-tze rivers; the "Man-chia" occupy the north-west of that province and are also found in Northern Yün-nan; the "Hei" or black "Miao" dwell around the districts of Huang-p'ing and Li-p'ing in eastern and south-eastern Kuei-chou; while the "I-chia" live in the south of Kuei-chou and in a large part of Kuang-hsi.

The "Miao-chia" (it is unfair to call them "Miao-tzu," as this is a disparaging term) prefer to live near the summits of the hills and mountains; the "Lo-los" and "Man-chia" dwell on the elevated plateaux.

In a few localities non-Chinese races are found who form, ethnographically, different groups to the classes above mentioned, but they are not numerous.

M. Deblenne of the "Mission Lyonnaise en Chine" gives the following Number of non-Chinese races. proportion of non-Chinese races in the provinces named :—

Yün-nan ...	$\frac{2}{3}$, or 5 out of 8 millions.
Kuei-chou ...	$\frac{1}{2}$, or 3½ out of 7 millions.
Kuang-hsi ...	$\frac{7}{10}$, or 5 out of 7 millions.
Ssu-ch'uan ...	$\frac{1}{7}$, or 6½ out of 45 millions (mostly in the great bend of the Yang-tze river).

The three principal races are:—"Lo-los," "I-jen" (akin to the "Pa-i," of Yün-nan, the "Thos" of Tonkin, and the "Shans" of Burma), and the "Miao."

GENERAL CHARACTERISTICS.

The "Miao" are the real aboriginal inhabitants of the province. They Miao. came originally from the north and doubtless drove out the pre-historic savages dwelling

in the forests. They are a hill-people and are now chiefly found in the hills in the south-east of the province.

They are a short, stout, bright-complexioned people, and stronger than most of the Chinese in those parts.
A desirable race.

They are not unlike Gurkhas in appearance, not quite so broad or squat, but better featured and taller, while they are also less warlike.

The women wear a short kilt of many plaits, made of blue cotton cloth, with embroidered edges. They wear several small vests, or waist-coats, of the same kind of cloth; the sleeves of these are worked with bands of different colours. The legs are wrapped in white cotton cloth the whole way up. Their hair, of which there is an abundance, is kept up by large silver pins stuck through from one side to the other. They, unlike the Chinese, do not bind their feet, which are naturally small. Many of them wear quite small, embroidered, shoes of a natural shape. Sometimes the hair is of brownish colour instead of black, a thing never seen in Chinese. They are altogether a most interesting people.

Both men and women wear numbers of silver ornaments, and look thriving and well-to-do.

The finest tribe of "Miao" are undoubtedly the "Hei" or "black" living in, and around, the districts of Huang-p'ing, Li-p'ing, and Chen-yüan. They are a particularly fine people; most independent, and have still got their hereditary chiefs. Very little is known at present regarding them. Mr. Fleming, an Australian Missionary, was at work among them near Pang-hai, when he was murdered by the Chinese on the 8th November 1898. Many families of this group have now emigrated to the south near Hsing-i and to An-shün, west of the capital. The "Chung-chia" live near Hsing-i; they rank about on a level with the "Hei-Miao."

The "I-chia" or I-jen live in the valleys where the climate approaches more nearly to that of Southern China, from whence they probably originally came. Some authorities think these people came originally from Siam.

The "I-chia" are a smaller race than the "Miao," and have noses more like negroes. The women wear a skirt of a sombre colour and do not, as a rule, cover their legs. They are a less civilised and less interesting race than the "Miao." Many of the men of the different tribes have adopted Chinese customs and wear the queue.

There does not appear to be any race hatred among the various non-Chinese tribes themselves, and their rebellions have generally been caused by endeavours on the part of the Chinese to oust them from their lands; by the oppression of their chiefs (who may be Chinese or Lo-lo), and by the cruelties practised by the Chinese soldiery.

Hatred of the Chinese. They one and all hate the Chinese, especially those living in the south-east of the province, who are only partially subdued. They greatly fear the Chinese soldiers, especially the Hu-nanese.

The Chinese look down on the "Miao" and other non-Chinese tribes, who in turn detest the celestials and have the following proverb: "you cannot make a handle for a hoe out of bad wood, neither can you make a brother out of a Chinese."

Nevertheless, non-Chinese tribes and the Chinese send representatives now and again, to form a "conference," for the purpose of making rules and regulations for the common protection of their lives and property, against robbers and outlaws, such as is done on the North-Western Frontier of India.

The Chinese live, principally, in the cities and towns, although they are now beginning to take to the uplands also, and some of the "**Miao**" and others are taking to living near the towns.

From a military standpoint many of the non-Chinese tribes would undoubtedly form excellent material from which to make light-infantry suited to hill warfare. The "**Man**" and black "**Miao**" tribes might be expected to prove most useful in this respect. At the same time there seems little doubt that the better sort of Chinese-Mahomedans found in North **Yün-nan**, **Ssu-ch'uan**, and **Kan-su**, together with the **Hu-nanese**, would always, given equal opportunities, develop into a better fighting machine than would the men of the hill tribes referred to. There are, however, some 700,000 "**Man**" and "**Lo-lo**" residing in the great bend of the **Yang-tze** south-west of **Chia-ting**, whom most authorities regard as a manly race, both physically and spiritually, and who detest the Chinese, but having scarcely any arms, they are obliged to own vassalage to the Emperor. They possess certain fighting instincts which might be turned to good account if properly utilised.

Looking to the fact that about one-half the population of the united provinces of **Yün-nan** and **Kuei ch'u** are of non-Chinese origin, it can readily be supposed that no very large force would be required to oust the Chinese from this part of China, supposing the various tribes could be induced to rise together and could succeed in procuring arms. So long as they remain ignorant of the weakness of the Chinese Government they may not rebel, but should anything happen in China to upset the dynasty, it is possible that the hill-tribes may again rise. Over 30 years have now elapsed since they last rose *en masse*, although small local raids are still constantly occurring. As at present constituted they are not a match for the Chinese, and few of their wars have been settled by the sword alone (see "Report on **Hu-nan**").

An-shün and **Chen-ning** are places to which great numbers of aborigines ("**Miao**" and "**I-chia**") resort on market days.

In general characteristics these primitive people of China are a long way from belonging to the pure Mongol race; they present a mixture of the features of that great branch of the human race with those of other races, which belong particularly to the Malay-Polynesia and Indo-European races.

Some of the "**Miao**" tribes resemble a kind of degenerated "**Aryan**"; the "**I-chia**" of **Kuang-hsi** have a good deal of "**altaique**" blood; while in the south, with the "**Lo-lo**," the vicinity of the ocean has minimised the effects of the two preceding strains of blood.

The "**Miao**" cultivate cotton, maize, rice (dry and wet), millet, buckwheat, and oats. They also grow indigo and tobacco. All except the "**Hei**," or black

Cultivation.

"Miao," make cotton yarn, from which they manufacture cloth for all their clothes, many of which are most beautifully worked and embroidered. Everywhere are fields of poppy, except in the south of the province where, instead, they grow sugarcane and bananas.

Excepting the "I-chia" and "Ssu-miao," all hunt and fish; for the Hunting.

former pursuit they use guns, nets and traps, but not bows or arrows. In fishing they use many kinds of nets, rod and line, spears and hammers, with the latter they strike the stones under which the fish are lying; the fish, astonished at the sound, rise to the surface and are then seized by the fishermen. They also dam up rivers and poison the water to obtain the fish.

These people manufacture excellent matchlock guns, and long light Trade.

cannon, mounted on a cross-legged support, and make their own gunpowder. Nearly

every "Miao" household has one or more guns (matchlocks mostly, although there are some old muskets) which are kept as a protection against robbers. The Chinese have not yet succeeded in dis-arming them completely.

Many of the black "Miao" are excellent masons; they live in substantial houses, and seem altogether a thrifty, capable race.

They have no money currency of their own, but prefer to barter, although they also use the common "cash" and "silver" of the Chinese.

They are much bullied and "squeezed" by the Chinese officials and traders being mulcted 8 or 9 times the tax charged to the "sons of Han," and they trade little in consequence, but the "Miao" has learned the uselessness of contending against the armies of a superior civilisation and he will fly from the sight of Chinese soldiers marching along a road.

RELIGION.

In religious matters, art, and literature the Chinese of Kuei-chou are more backward than those of any other province. The non-Chinese tribes are of course in an even worse state of ignorance and squalor than the Chinese. They have but a very vague idea of God, the soul, or of another life.

The "Hei" or black "Miao" worship the gods of thunder and of the sky, to whom they sacrifice the ox. They have "Sorcerers," but no temples or priests. There are little niches by the way side in which they place curious stones, the feathers of poultry, etc.; and outside each village is a big sacred tree, which is supposed to contain the soul of their first grandfather.

LANGUAGE.

All the tribes have dialects of their own, although it is doubtful if they have any written language. Many of those living near Chinese towns learn the Chinese language, and teach it in their schools, to which the middle class send their children. The language of the Chinese differs but slightly from the Kuan-hua spoken in the three neighbouring provinces of Yün-nan, Ssu-ch'uan, and Hu-nan; in the south, however, there is a slight intermixture of Cantonese.

Vocabularies of the "Hei-Miao" language, the dialect of the "Min-chia," who live in western Yün-nan and round Ta-li and of the "Chung-chia," will be found in "Kuei-chou and Yün-nan Provinces" by Mr. A. W. Clarke.

CHAPTER VII.—ADMINISTRATION.

System of Administration and Government; Administrative Divisions; Financial System and Taxation; Money; Weights and Measures.

SYSTEM OF ADMINISTRATION AND GOVERNMENT.

Kuei-chou is ruled from the capital, Kuei-yang, by a Governor who is subordinate to, and, nominally, under the orders of the Viceroy of Yün-Kuei, who resides in Yün-nan city. Owing to faulty communications, and until quite recently the absence of telegraphs, the Governor really exercises the powers of a Viceroy, and the real Viceroy has not much control.

A recent Edict of the Emperor abolished the Governorships of certain provinces where there were also Viceroys residing. One of these was Yün-nan, and thus the Viceroy of Yün-nan, being now also Governor of the province, is less than ever in a position to interfere with the Governor of Kuei-chou.

Except as regards the Government of the "T'u-ssu" or chiefs of the non-Chinese tribes, the administration and government of this province do not differ in any essential point from those of any of the other 18 provinces of China. Being, however, more remote and inaccessible, it is regarded by Chinese officials as an undesirable spot; and, generally speaking, the least able and least influential men are sent to rule there; but once there, they regard it all the more as an opportunity to amass as much money as possible during their tour of office.

The population, being poor and scanty, can ill-afford the constant "squeezes," and the officials find it difficult to make both ends meet, and feather their own nests at the same time; hence all public works and buildings are in a disgraceful state of disrepair and new ones are never or

Public works no longer undertaken; many of the officials, however, have fine houses, and enjoy a certain degree of comfort.

The revenue being insufficient, this province receives additional help from the others to balance the expenditure, and, as in Yün-nan, really contributes little or nothing to the Imperial coffers at Peking, although Yün-nan sends a quantity of copper to the capital.

ADMINISTRATIVE DIVISIONS.

The various administrative divisions are clearly defined on the map accompanying this Report, and it would be waste of time to enumerate them here. A list of districts with their chief cities and towns will be found in Appendix A. It is worth noting that in former years the prefecture of Chen-yüan was incorporated in the province of Hu-nan. Once over the borders of Hu-nan there is a marked and very decided improvement in the whole system of administration, showing at once a better Government and a more law-abiding people.

A glance at the map will show the "likin" or "octroi" stations in the province. They are almost as numerous as the large towns; one set are those authorised by the Central Government at Peking, the others are those instituted by the local Government, i.e., the Governor of the Province. If

Illegal taxation.

any thing would put a stop to trade and enterprise, beyond the want of proper communications, it would surely be such a barricade of "stations," for the collection of duties on every conceivable kind of goods.

That the people of this province are taxed about as heavily as they can bear is evidenced by the poverty in which they live, their poor and scanty (for Chinese) clothes, and the absence of the fine "country seats," and large farm houses, seen in **Hu-nan**. No doubt much of this is due to the constant rebellions of the "**Miao**," to the unsafe condition of property, and to the weakness of the Government. Mayers in his work, "The Chinese Government," speaking of **Kuei-chou**, **Yün-nan**, and **Kuang-hsi**, says:—"The Government of the semi-independent tribes in general is left in the hands of their hereditary Chieftains, upon whom high-sounding titles, of various degrees, are bestowed, in accordance with a system introduced, originally, by the Mongol conquerors of China. According to the size and importance of the territory they rule over, these Chieftains —known to the Burmese on the south-western frontier by the title of **Tsaubwa**,—are invested with different gradations of rank, as given in the following list:—

Titles of Chieftains.

Chih-hin Shih-ssu.
Hsuan-wei Shih-ssu.
Hsüan-fu Shih-ssu.
Chao-t'ao Shih-ssu.
An-fu Shih-ssu.

To each of the tribal Governments, mentioned above, subordinate ranks are provided with the following titles:—**Tung-chih**; **Fu-shih**; **Chien-shih**.

The following are the titles and ranks in a different class of tribal Government:—

Chien-hu.
Fu-chien-hu.
Pai-hu.
Ch'ang-kuan
Ssu-ch'ang-kuan.
Fu-ch'ang-kuan.
Ch'ang-kuan-ssu-li-mu.

It may be interesting to give here the pay of some of the officials and Government servants. It will be at once apparent how impossible it is for any public servant to live upon his official pay, and how, therefore, the whole system of Government in China is founded upon, what might be termed, "orthodox peculation." As long as an official remits annually the required sums to **Peking**, and maintains the peace within the borders of his province, he is permitted to levy taxes and duties according to his own sweet will.

Tls.

Pay of officials.	Governor of Province	... 10,000 (£1,400) per annum.
	Financial Treasurer	... 8,000 (£1,330) "
	Judge (Divisional)	... 4,000 (£665) "
	Commissioner	... 3,000 (£430) "
	Prefect	... 1,000 (£170) "
	District Magistrate	... 300 (£50) "

Multitudes of subordinate officials receive lesser sums down to as little as 90 taels (£13) a year.

FINANCIAL SYSTEM AND TAXATION.

The financial system, and method of taxation, do not differ in any material degree from those of Yün-nan and other provinces, which will be found fully explained in the Military Report on China, Volume I, Intelligence Branch, Simla.

The number of "likin" stations, and the amounts levied, are in excess of those in Yün-nan, and the "transit pass" does not yet frank goods throughout the province.

There are:—

Imperial "likin" stations	22	Total 46 (see map).
Local "	24	

Nothing shows better the extortionate demands of the Government officials, than the number of market-towns, and large commercial-centres, which have sprung up in China, where "officialdom" is kept more or less at a distance, and where the head Government authority is an official of inferior rank to those of quite insignificant, and often ruined towns, in the immediate neighbourhood. Such a place is Hsing-i-hsein (or Huang-tsao-pa, the name by which it is better known) in the south-west of the province.

There are exchange banks at Kuei-yang, but none between that place and Yuan-chou in Hu-nan. Letters of credit can be obtained on the banks in Kuei-yang, and possibly in other large cities.

The financial condition of the province and its people is not at all a bright one. The public exchequer is always an empty exchequer. The public exchequer is obliged to be helped from outside, and the people have never recovered from the effects of the Rebellion, 30 odd years ago. "Such fixed capital as the people then had, in the form of cattle, buildings, and farm implements, was destroyed in the Rebellion, and 30 years of confusion had so destroyed confidence that money did not come in from the neighbouring provinces, so that capital could only be replaced by saving. The chief sources of saving in China are profits of trade, official peculation, and rent of land, and all these must have been little or nothing for years after the rebellion" (extract from Mr. Consul Bourne's Report).

MONEY; WEIGHTS AND MEASURES.

The general system is the same as in Hu-nan and Yün-nan (see Reports on those provinces), but standards vary greatly, not only from other provinces, but within the province itself.

At Chen-yüan, 100 Ch'ang-te taels=89 Chen yüan taels. The average rate of exchange for one tael of silver is 1250 cash, but sometimes during the month of

March it is as low as 1100 cash per tael.

At Kuei-yang city, two qualities of silver are in use, one 98 per cent. of silver, the other 91 per cent.

One tael of No. 1 exchanges for 1070 cash.

A tael of silver is worth from $2\frac{1}{4}$ to $2\frac{1}{2}$ rupees.

The so-called copper "cash" and "silver", in use in this province, is some of the worst in China, being very greatly debased indeed.

At the capital, the **Ssu-ch'uan** scale is used; 100 **Hankow** taels exchanging for 93 **Kuei-yang** taels.

At **An shün**, the silver in use has an extra large quantity of alloy in it, and some of the copper "cash" are smaller than two-anna pieces and are mixed with iron and sand, and contain only the slightest trace of copper.

The weights and measures vary according to the article to be purchased, and the district in which the sale takes place. It is impossible to lay down any fixed rule. Generally speaking the weights and measures exceed the "standard" ones, often to a considerable extent.

CHAPTER VIII.—MILITARY.

Organisation and Numbers ; Staff and Commands ; Military Administration and Establishments ; Material ; Signalling.

Kuei-chou, being an inland province, has no navy. At Chen-yüan there are a few river "gun boats," by which term is understood rather gracefully shaped junks, with one old 3 to 4-pounder muzzle-loading iron gun in the bows. These boats are manned by 10 to 12 or 15 men, mostly Hu-nanese, who form an indifferent river police, but are better than the land police.

ORGANISATION, ETC.

The Commander-in-Chief of the Troops has his head-quarters at An-shün, where there are perhaps 450 soldiers. At the Capital Kuei-yang there is a brigadier-general with some 2,500 men under him. The barracks are finely situated on the site of an old temple, at the top of an isolated hill outside the south-east corner of the city wall. There is a small fort, with a barrack, on a hill outside the north gate, guarding the main road from Yün-nan. The organisation, staff and commands, military administration, and establishments, are similar to other provinces, especially those of Yün-nan. With but few exceptions, the soldiers are nothing but traders, coolies, and T'ing-ch'ais, or chuprassis, who, when required to do so, put on the orthodox military jacket, and taking some weapons (such as a trident, halberd, match-lock, or, occasionally, an old tower-musket, mauser, or Colt-repeater), proceed to carry out, in the most slovenly and dilatory manner possible, the orders of the district magistrate. As regards discipline, men and officers are on equal terms and there is in reality no discipline at all.

NUMBERS.

It is almost waste of time and paper to give the numbers of these so-called soldiers, for they seldom exist except on paper. If they do exist they have very few arms, and no equipment, suitable ammunition, or commissariat.

The chief places where the military element is in existence
Disposition of troops. are :—

Kuei-yang reported to have 2,500 men commanded by a T'i-tu or general.

An-shün " " 450 " under a Colonel.

Chen-yüan " " 1850 " commanded by a Brigadier.

Other towns and cities have from 10 to 150 men.

The total number of paid soldiers in the province is probably under 6,000, of whom only some 4,000 could be counted on as available at short notice, and there are no means whatever of equipping them. Few have anything but muzzle-loaders and matchlocks. The military inefficiency and state of unpreparedness is even worse in Kuei-chou than in Yün-nan (see Captain Davies' Report). The oiling and cleaning of the modern B. L. rifle is almost unknown, and consequently few of the weapons are in a condition fit for immediate use. Some of the individual men are, however, very fair shots. The soldiers on the march generally use their rifles as shoulder-poles or "bangheys," on which to carry their kit.

SIGNALLING.

Signalling can be easily arranged for along the main routes, as lines of old and partially destroyed fire-beacons exist, which were used by the Chinese officials in times of rebellion to transmit information quickly from the seat of disturbance to the Capital. They are roughly 5 or 6 miles apart. The curious nature of the hills in Kuei-chou and eastern Yün-nan would make long distance signalling with a large heliograph comparatively easy.

CHAPTER IX.—POLITICAL.

Internal Relations ; External Relations ; Secret Societies.

INTERNAL RELATIONS.

The Governor of the Province is (1899) a man named Wang-yu-tsao, a worn-out, decrepit, useless personage. He is nominally under the Viceroy of Yün-nan,* but is very little interfered with. He is completely (1899) in the hands of the Prefect at the capital, who is a very clever man. The British Government is endeavouring to procure the dismissal of the Governor for his complicity in the murder of Mr. Fleming ; the whole Government is, however, so corrupt, that the officials are unable to act independently. The only internal troubles are caused by occasional bands of robbers attacking caravans, and by risings among the "Miao" and other tribes in the hills. There have been no serious ones for some thirty years, although occasional small raids are made upon unprotected towns. One occurred at Huang-p'ing in November 1898 ; it was a very local one, and was quickly suppressed, and the ring leader and some 20 of his followers had their heads removed by the officials, and placed upon bamboo stakes along the main road leading into the principal gate of the town.

EXTERNAL RELATIONS.

The French have two fine mission-houses and churches in the Capital, and there are many French missionaries throughout the province. Some of these are no doubt in constant communication with the French officials at both Tonkin and Hong-kong.

There can be very little doubt that the French have serious designs upon Kuei-chou, as well as upon eastern and southern Yün-nan and western Kaung-hsi, especially those portions lying south of, and outside, the Yang-tze watershed.

An examination of the map, illustrating the routes taken by the different members of the Lyons Mission of Commerce in 1896 97, will clearly show what portions of Western China the French consider it worth their while to exploit. Roughly speaking, it is the tract of country lying between the 102 and 108½ degrees of East longitude, especial attention having been given to the country lying between Kuei-yang and Yün-nan cities.

They are undoubtedly extending their influence in the direction of Nan-ning, Hsing-i (hsien) or (Huang-tsao-pa) and Yür-nan city from the side of Lang-

son. It is true that they are, in common with all other foreigners, cordially detested by the Chinese, but hatred will not stop their advance, and there is really nothing else that could do so, unless it be some foreign power. Their position in Tonkin now is very different to what it was in 1884, and at the present time it is as much a stronger, as the Chinese is a weaker one. Given that the French were not prevented from doing so by a foreign power, there is really very little to prevent their taking up a position in Yün-nan and Kuei-yang cities, during the next 4 or 5 years, by

* The Viceroy of Yün-nan is himself a very independent ruler, albeit a Manchu. Yün-nan is so inaccessible from the seat of the Chinese Government that the danger of the Viceroy of the province falling under French influence is considerably enhanced thereby.

a "coup-de-main." Once established, it would be a difficult matter to dislodge them without a war. Both the Chinese Government and the people are incapable of stopping a determined advance by the French, and once in possession they are equally unable to eject them.

The presence of such a large number of French Roman Catholic priests (over 30 with a Bishop at their head) in the capital Kuei-yang must lead to a good deal of intrigue, and serves to give the French an undue advantage. The "Pei-tang" or French Mission, in the northern part of the city, is spoken of by the Chinese as the "Office for Foreign Affairs." No doubt they are disliked by the bulk of the Chinese, and by the whole of the officials; but they have considerable power to exercise in the interests of their country and religion, and it has been often doubted whether it is more easy and profitable to endeavour to gain the good-will of the Chinese, or to command their respect, by the application of a little straight forward force, in a rather more brusque than polite way.

The town of Chen-yüan is an exceedingly hostile one to foreigners, particularly to missionaries, chiefly because the Chinese think that the missionaries wish to work among the "Miao", and influence these hill men against their conquerors; also because, being the head of navigation of an important water-way, there is an unusually large number of lawless characters collected here; besides a considerable boating population who, in China, are always somewhat turbulent.

It would be to the interest of the British Empire were a Consul placed in the capital Kuei-yang. It is a city of considerable importance, and being somewhat inaccessible at present, events are likely to occur there without the British Minister in Peking receiving sufficient warning to enable him to take measures to counteract influences prejudicial to British interests in South-West China.

Every encouragement should be given to British subjects, especially British officers, to travel in this province, so that a watch may be kept on the doings of the French, and an acquaintance gained with the country and its people, both Chinese and non-Chinese.

If the French should, in order to quell disturbances in Yün-nan, Kuang-hsi, and Kuei chou, find some excuse for

A forecast.

the occupation of Meng-tze, Lung-chou, and Nan-ning, the acquisition of these places will give them more than a fair start on the roads to Yün-nan and Kuei yang cities. Being at Nan-ning, it would not be a very difficult operation to occupy Pō-ssu (Posé), the head of navigation of the West or Canton River, and Hsing i-(hsien) (Huang-tsao-pa), the most important "trading centre" in Lower Kuei-chou.

In Yün-nan, Kuang-hsi, and Kuei-chou, there would appear to be all the elements of another "Fashoda" problem.

There are those who do not believe in the possibility of French expansion from Tonkin into China. There is, however, good reason to believe that when they have, in the course of the next five years, consolidated their position, improved their communications, expanded and raised the efficiency of their Annamite Army, they will find some pretext for a forward movement.

There is in French Indo-China a strong Colonial party, who are now beginning to be fully alive to the advantages of a beautiful climate, such as Meng-tze, and the Yün-nan and Kuei-chou plateaux enjoy, and they are

quite naturally becoming restless at being confined to the enervating and unhealthy valley of the Red River.

If it were possible to believe that the French were only intent on developing China for the good of the Celestial, and the world at large, and that they would maintain an "open door," it might be possible for the Government of India to look with a certain amount of indifference upon a forward movement. But, knowing as we do, that, although the Colonial party in Tonkin may only want a desirable climate, the French idea is to assist Russia and herself by completely surrounding our Indian Empire with troops, under the control of England's two greatest enemies, we can scarcely allow a French occupation of the places named without jeopardizing our position in Burma.

In order, therefore, to watch French movements and keep our Government fully informed upon the latest moves in these remote provinces, it appears desirable to place Consuls at Ch'eng-tu in Ssu-ch'uan, Kuei-yang in Kuei-chou, and Yün-nan city in Yün-nan.

Further information as to the possible intentions of the French in Kuang-hsi, Kuei-chou, and Yün-nan will be found in a recent publication of the Libraire Militaire, entitled "La Chine, 1895-1898."

Although the plateaux of Yün-nan and Kuei-chou are not strictly white man's countries in the sense that parts of Manchuria and Siberia undoubtedly are, they nevertheless are more white man's countries than any part of the Indian Empire, not excepting the Vale of Kashmir.

SECRET SOCIETIES.

Secret societies are few and far between in this province, and there is not much community of interests. The people have been so badly treated by the officials, and there are so many discontented hill tribes ("Miao," and others), that the French could rely upon receiving a certain amount of support from the inhabitants themselves, provided they spent some money, gave some encouragement, and showed a desire to allow natives to occupy minor posts, as is done in Egypt.

Appendix "A."

Important Cities and Towns in Kuei-chou Province.

ABBREVIATIONS.

C. = chou.

C. L. C. = chih li-chou.

C. L. T. = chih-li-t'ing.

C. Wars = Civil Wars.

E. = East.

H. = District.

Ming = dynasty.

P. = province.

T. = t'ing.

T. S. = T'u-ssu.

Wei = dynasty.

Yuan = dynasty.

Name of City or Town.	Latitude.		Longitude.		Class of Town.	Chinese characters.	REMARKS.
An-hua	...	27° 56'	108° 26'		Hsien		H. forming the prefectoral city of Sunan.
An-nan	...	25° 48'	105° 13'		"		H. in Hsing-yi Fu.
An-ping	...	26° 23'	106° 12'		"		H. in An-shün Fu.
An-shün	...	26° 13'	105° 53'	Fu			1° Fu in Kuei-hsi circ.; forming also the district city of P'u-ting; Yuan Hsien. C.; Ming, An-shun, C. 2° T. C. in An-shün Fu.
Ch'ang-chai	...	25° 30'	107° 10'	Ting			T. in Kuei-yang Fu.
Chen-feng	...	25° 44'	105° 40'	Chou			C. in Hsing-yi Fu.
Chen-ning	...	26° 02'	105° 42'	"			C. in An-shün Fu.
Chen-yüan	...	27° 01'	108° 18'	Fu			1° Fu in Kuei-tung circ.; forming also district city of same name; orig., Ta-tien and Ch'i-tung Yuan, Chen-yüan Fu.
Chen-yüan	...	27° 01'	108° 18'	Hsien			2° H. forming the prefectoral city of the same name.
Cheng-an	...	28° 40'	107° 55'	Chou			C. in Tsün-i Fu.
Ch'ieng-ch'i	...	27° 10'	106° 10'	"			C. in Ta-ting Fu.
Chin-p'ing	...	26° 30'	109° ...	Hsien			1° H. in Li-p'ing Fu.
Ch'ing-hsi	...	27° 06'	108° 25'	"			H. in Su-chou Fu.
Ch'ing-chiang	...	26° 30'	108° 50'	Ting			1° T. in Chen-yüan Fu.
Ch'ing-p'ing	...	26° 38'	107° 38'	Hsien			2° H. in Tu-yün Fu.
Huang-p'ing	...	26° 30'	106° 48'	Chou			C. in Chen-yüan Fu; Ming, Hsing-lung; Wei, in P'ing-yüeh Fu.
Hsia-chiang	...	27° 32'	108° 50'	Ting			T. in Li-p'ing Fu.
Hsing-i	...	25° 15'	106° ...	Fu			1° Fu in the Kuei-hsi circ.; forming also the district city of the same name.
Hsing-i (Huang tsao-pa)	...	25° 15'	106° ...	Hsien			2° H. forming the prefectoral city of the same name.

Name of City or Town.	Latitude.		Longitude.		Class of Town.	Chinese characters.	REMARKS.
Hsün-wei	26°	45'	106°	30'	Hsien		H. in Kuei-yang Fu; Ming, so in Fu-yung military district.
Jen-huai	28°	15'	106°	55'	Ting		1° C. L. T. in the Kuei-p'ing-Shih-Jen circ.
Jen-huai	28°	20'	105°	40'	Hsien		H. in Tsün-i Fu.
K'ai	27°	15'	107°	05'	Chou		C. in Kuei-yang Fu; Ming, K'uai-hsi, Ssu and K'ai C.
K'ai-t'ai	26°	10'	109°	...	Hsien		H. in Li-p'ing Fu.
Ku-chou	25°	50'	108°	45'	Ting		1° T. in Li-p'ing Fu. 2° T. S. near Li-p'ing Fu.
Kuang-shun	26°	08'	106°	14'	Chou		C. in Kuei-yang Fu.
Kuei-chu	26°	30'	106°	36'	Hsien		H. forming the prefectural city of Kuei-yang; Ming, Cheng-fan Ssu.
Kui-hua	26°	...	106°	25'	Ting		T. in An-shün Fu.
Kuei-ting	26°	30'	107°	06'	Hsien		H. in Kuei-yang Fu.
Kuei-yang	26°	30'	106°	36'	Fu		Fu in the Kuei-yang-shih-jen circ.; forming also the district city of Kuei-chou; capital of the province; orig. Land of S. W. barbarians; Hen, and T'ang, included in Tseng-ke chun but unsubdued; Sung, Ta-won-ku-lao circ.; Yuan, Shun-yuan circ.; Ming K'uei-yang Fu.
Lang-tai	26°	15'	105°	45'	Ting		T. in An-shün Fu.
Li-p'ing	26°	10'	109°	...	Fu		Fu in the Kuei-tung circ.; forming also the district city of Kai-tai; Hon, in Tsung-ke chun; Fine dyn., in Ssu chou; yuan; T'an-ch'i Ming, Li-p'ing Fu.
Li-po	25°	32'	107°	40'	Hsien		H. in Tu-yün Fu; Sung, Li-po C.
Lung-ch'uan	28°	20'	108°	30'	"		H. in Shih-ch'ien Fu.
Lung-li	26°	28'	106°	48'	"		H. in Kuei-yang Fu.
Mu-ha	26°	26'	107°	24'	Chou		1° C. in Tu-yün Fu.
Mei-t'an	27°	40'	108°	...	Hsien		H. in P'ing-yüeh C.
Pa-chai	26°	05'	107°	55'	Chou		C. L. T. in Kuei-chou.
Pi-ch'ieh	27°	12'	105°	13'	Hsien		H. in Ta-ting Fu; yuan, in Shun-yuan circ.; Ming, Pi-ch'ieh Military district.
P'ing-yuan	26°	32'	105°	30'	Chou		C. in Ta-ting Fu.
P'ing-yüeh	26°	40'	107°	20'	"		C. L. C. in the Kuei-p'ing-shih-jen circ.
P'u-an	25°	45'	105°	...	Ting		1° C. L. T. in Kuei-chou.

Name of City or Town.	Latitude.	Longitude.		Class of Town.	Chinese characters.	REMARKS.
P'u-an	... 25° 44'	104°	39'	Hsien		2° H. in Hsing-yi Fu, orig.; Yeh-lang ; Ts'in in Ch'ieu-Chung Chun; Han, in Tsang-ke chun; Minor Hon, Hsing-ku ; T'ang, Hsi P'ing and P'an C; Yuna, P'u an circ.; Ming , P'u-an C.
P'u ting	... 26° 13'	105°	53'	"		H. forming the prefectural city of An-shün Yuan, P'u-ting
Shih-ch'ien	... 27° 30'	108°	10'	Fu		Fu in the Kuei-ping-shih-jen circ.; T'ang-yi C., Ning-yi H., and Yich'uan ; Yuan, Shih-chien
Shih-p'ing	... 27° ...	108°	02'	Hsien		H. in Chen-yuan Fu.
Shui-chiang	... 26° 35'	104°	15'	Ting		T. in Ta-ting Fu.
Ssu-chou	... 27° 11'	108°	35'	Fu		Fu in the Kuei-tung circ.; T'sm in Ch'ieu-chung Chun; Han in Wu-ling Chun; T'ang, Ssu C. and Ning-yi ; Ming Ssu-chou
Ssu-nan	... 27° 56'	108°	26'	"		Fu in the Kuei-tung circ.; forming also the district city of An-hua; S. A., and C. Wars, in K. Ch'u
Sui-yang	... 27° 55'	107°	12'	Hsien		1° H. in Hsing-yi Fu; T'ang, Yi ch'uan and Yi C.; Sung, Ch'eng C.
Sung-t'an	... 27° 52'	109°	10'	Ting		C. L. T. in Kuei-chou.
Ta-ting	... 27° 05'	106°	33'	Fu		Fu in the Kuei-hsi circ. Kuei-chou.
T'ai kung	... 26° 30'	108°	35'	Ting		T. in Chen-yüan Fu.
Tan-chiang	... 26° 10'	108°	10'	"		T. in Tu-yün Fu.
T'ien-chu	... 26° 45'	108°	58'	Hsien		H. in Chen-yüan Fu.
Ting-fen	... 26° 06'	106°	32'	Chou		C. in Kuei-yang Fu.
Tsün-i	... 27° 38'	106°	58'	Fu		Fu in the Kuei-hsi circ.; forming also the district city of the same name; T'ang, Lang C. and Po. C.
Tsün-i	... 27° 38'	106°	58'	Hsien		H. forming the prefectural city of the same name.
Tu-chiang	... 25° 45'	108°	10'	Ting		T. in Tu-yün Fu.
Tu-shan	... 25° 45'	107°	20'	Chou		C. in Tu-yün Fu.
Tu-yün	... 26° 12'	107°	22'	Fu		Fu in the Kuei-tung circ.; forming also the district city of the same name; Yuan, Tu-yün ; Ming Tu-yün
Tu-yün	... 26° 12'	107°	22'	Hsien		H. forming the prefectural city of the same name.
T'ung-jen	... 27° 38'	109°	...	Fu		Fu in the Kuei-tung circ.; forming also the district city of the same name; Ming, T'ung-jen Fu.
T'ung-jen	... 27° 38'	109°	...	Hsien		H. forming the prefectural city of the same name.
T'ung-tzu	... ... ...	...	...

Name of City or Town.	Latitude.		Longitude.		Class of Town.	Chinese characters.	REMARKS.
Wei-ning ..	26°	42'	104°	15'	Chou	C.	in Ta-ting Fu.
Weng-an ...	27°	...	107°	18'	Hsien	H.	in P'ing-yueh C.
Wu-ch'uan ...	28°	24'	108°	11'	"	H.	in Ssu-nan Fu.
Yin chiang ..	28°	25'	108°	30'	"	H.	in Ssu-nan Fu Ming Yin-chiang EP IH.
Yu-ch'ing ...	27°	06'	107°	34'	"	H.	in P'ing-yueh C.
Yu-p'ing ...	27°	11'	108°	40'	"	H.	in Ssu-chou Fu.
Yung-ning ...	27°	53'	105°	23'	Chou	C.	in Ssu-nan Fu.
Yung-tsung ...	26°	...	108°	58'	Hsien	H.	in Li-p'ing Fu.

APPENDIX B.

ROUTE.

BY ROAD.

*From Chen Yüan (Kuei-chou) to Yün-nan City.**Authority—CAPTAIN WINGATE, January 1899.*

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Intermediate.	Total.	
		Chinese Li.		<i>Note.—10 Chinese Li = 3 miles.</i>
	CHEN-YÜAN ... (FU).	0	0	A prefectural city. Head of navigation of Wu-ho (Yuan river) for large boats. Boats drawing 18 inches, loaded, can ascend thus far at lowest water.
	Villages passed—			Formerly belonged to Hu-nan Province. Main road from Peking crosses river by stone arched bridge at lower end of town. Situated on both banks; military camp on right bank. Surrounded by high hills. An important commercial town. Many boats. Nominally 500 soldiers under a Brigadier-General. 2,000 feet above sea-level. The old city wall in ruins. Camping ground on right bank. River 80 yards broad, very shallow.
1	WEN-TE-KUAN.			
	PEI-YANG-PING.			
	KANG-HSI.			
	HSIA-PING.			
	SHIH-PING ... (HSIEN).	A 70	...	Road goes west up and down hills, with a steep ascent at commencement; town is a walled one lying in narrow valley, 9 li in circumference, 5 gates. River flows past south side of city, called Wu-shui. 2,000 houses. Half city in ruins and unbuilt over. In the Chen-yüan prefecture.
2	HUANG-PING ... (CHOU).	L 65	135	Town of 3,000 families. Walls 8 li round, 4 gates, only partially built up, cultivation within walls. Situated on small plateau on slope of hill. 500 "Miao" families. River Wu-shui flows past west end of town. Takes its rise in hills close by. Room for camp on hills.
3	CH'UNG-AN ... (SSU).	...	...	700 families. No wall. Market town. Ch'ing-shui river. Road crosses by a suspension-bridge above town, also by a ferry. High mountains all round, country rugged. No suitable camping ground.

NOTE.—A—Average length of Li.

L—Extra long Li.

S—Below the average length of Li.

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Intermediate.	Total.	
	<i>Villages passed—</i> KUAN-YIN-SHAN. LIANG-FENG-KOU.			
4	TA-FENG-TUNG...	L 65	200	Market town in small plateau 14 li long, west side of river. Old town in ruins. Destroyed by "Miao". 200 families. Surrounded by hills. Small camp of 100 soldiers.
5	CH'ING-P'ING ... (HSIEN).	30	230	District town on plateau. Partially ruined wall 7 li round. 4 gates. 1,000 families. Surrounded by hills. Fine encamping ground. Small clear stream. Good coal near at hand.
	<i>Villages passed—</i> YANG-SHIH-TANG. LOU-PING. NAN-LI-TANG. FAU MA-PO.			
6	YANG-LAO-TANG.	A 30	260	Small town. 600 families. Situated in valley about 9 miles round. Stream rises near here. Surrounded by hills. In the P'ing-yüeh district. Good water and camping ground. Supplies rather scarce.
	<i>Villages passed—</i> AU-PAN-CHEN CHING-SHUI-TANG. SHIH-PU-CHIANG. CHIU-YANG-TANG.			
7	HUANG SSU	L 68	328	Town on a plateau surrounded by mud wall 12 feet high and 2 li round. 500 families. Cultivation in valley. The Chung an river flows south-west. Good camping ground. In the Kuei-tin district.
	<i>Village passed—</i> HSIA-PING. KUEI-TING ... (HSIEN).			
	<i>Villages passed—</i> MA-SHAN-CHUNG. KAU-HSI. LUNG-T'OU-P'U.			
		A 64	392	Walled town in small valley. 4 gates. Valley about 15 miles round. Stream flows south-west. Cultivation. Coal mines 6 li distant. 2,000 families. Walls 12 li round. Shops. Supplies.

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Intermediate.	Total.	
9	LUNG-LI ... (HSEIN).	L 74	466	Town in hollow in the hills; cultivation in valleys below. 4 gates and walls 7 li round. 1,500 families. Shops and inns. Good water and supplies. <i>Villages passed—</i> KUAN-YIN-SHAU. KU-CHIAO. ERH-P'U. LUNG-TING-P'U.
10	KUEI-YANG (FU AND HSIEN).	L 74	51	Large, important, thriving city. Capital of Kuei-chou Province. Governor and other officials. Two cities old and new. Total circumference of walls 13 li. 9 gates. River flows by east side. Barracks on hill outside wall. 2,000 soldiers under General. Two or three old and useless guns on walls. Fine shops and inns. 20,000 families. Water from river good. Extensive valley to south. Good camping grounds. Supplies plentiful. Excellent coal. Fort on hills at northern end of valley, there road leaves it <i>Villages passed—</i> MA-WAN-MIAO. TUN-YU-PA.
11	L'UNG-CHAN ...	A 38	578	Surrounding hills bare of trees, and precipitous on east and west sides of valley. City within artillery range of hills. Village. Halting stage. 400 families. Ruined mud wall. Situated in small hollow surrounded by hills. Stream flows east. Good water.
12	CH'ING CHEN (HSIEN).	20	598	Two towns (old and new). Six gates and 9 li round. On plateau, with hills all round. 1,000 families. <i>Villages passed—</i> TI-TEN-TANG. CH'A-HUA-SHA.
13	LIU-TI-T'ANG ...	L 35	633	Small town, surrounded by mud wall. 400 families. 40 families "Miao" on a plateau. Commanded by hills. Water scarce. Few supplies.

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Intermediate.	Total.	
	<i>Village passed—</i>			
	WU-MA-TANG.			
14	AN-P'ING (HSIEN)	20	653	District town in valley. Walls $7\frac{1}{2}$ li round. 4 gates. High hills on all sides. 1,000 families. Water from river. Camping ground. Supplies fair.
	<i>Village passed—</i>			
	SHA-TZU-SHA.			
15	SHIH-PAN-FANG	L 40	693	Market town. Walls and houses of stone. 600 families. Supplies plentiful.
	<i>Villages passed—</i>			
	TAI-TZU-EHICH.			
	CHUNG- HUO-TANG.			
	HSIAO-SHUI.			
	CHIAO.			
	LO-TI-TANG.			
16	AN-SHÜN (FU)	A 60	750	Prefectural city. Next in importance to the Capital. Country thus far from Kuei-yang fairly level, with conical hills dotted about the plain, like bell-tents. Walls in good repair, 9 li round, 4 gates. Shops, inns. Supplies and water plentiful and good. 3,000 families. Hills close to city within range of guns. Valley or plateau cultivated. River called the P'an-chiang. About 500 soldiers under General. Few old M. L. obsolete guns on walls.
	<i>Villages passed—</i>			
	YANG-AI-TANG.			
	YAO-PU.			
	TA SHAN SHAO.			
	LUNG-CHING-P'U.			
17	CHEN-MING ... (CHOU).	L 60	810	Partially ruined town on elevated valley. Hills on two sides. Walls 9 li round with 4 gates. 2,000 families. Water from stream. Supplies not over plentiful. Camping ground. Shops. Main Peking-Bhamo road here divides. New road going north-north-west via Lang tai and old road south-west to Kuan-ling.
	<i>Villages passed—</i>			
	CH'A-YUAN-SHIH			
	HUANG-KUO-SHU.			
	T'AI-P'ING-LI.			
18	KUAN-LING ...	L 80	890	A market town with shops and inns. In small valley surrounded by hills. Small stream called Pa-ling-ho. Valley about 9 miles round. 700 families. Small wall with two gates, through which road passes. Supplies on market days.

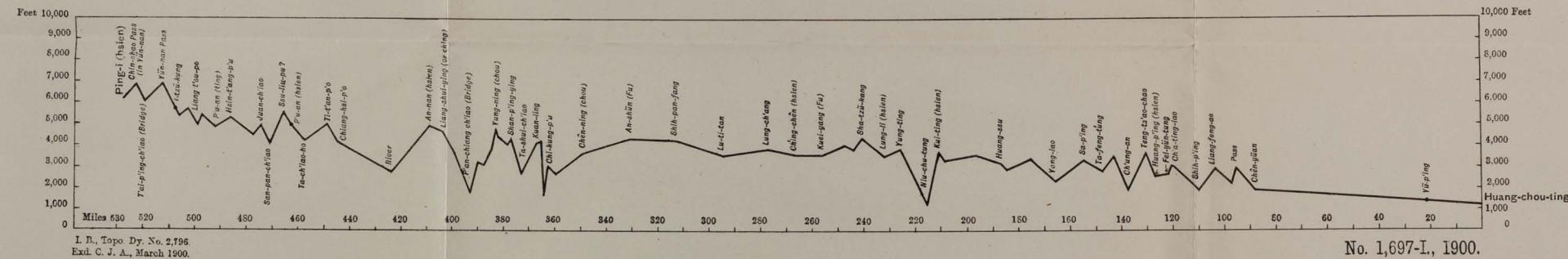
No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Inter-mediate.	Total.	
	<i>Villages passed—</i>			
	HSIAO-HSING SHAO.			Road goes south from here to Hsing-i (Fu).
	PEI-KOU.			
	TA-SHUI-CHING...			Stream and single-arched stone bridge.
	AN-HONG-CHING.			
19	YUNG-NING (CHOU).	L 50	940	Small town on plateau. Walls in ruins 5 li round. 700 families, 3 gates. No north gate. High hills all round. Coal mines 15 li distant at Shan-ting-peng.
	<i>Villages passed—</i>			
	HUANG-TU-TANG			Stream and single arch stone bridge.
	HSIN-TIEN.			
	TIEH-SO-CHIAO..			
	PAN-PO-TANG.			
	PAO-TING-YING.			
20	LIANG-SHUI-CHING.	A 60	1,000	Iron suspension-bridge over the Pan-chiang 50 ft. above river. 140 yards long (centre portion 80). Capable of bearing considerable strain (see photograph).
	<i>Villages passed—</i>			
	HAO-MA-CHUANG.			
	HAO-MA-SHAO.			
21	AN-NAN (HSIEN)	A 30	1,030	Partly ruined town on plateau. 4 gates. Walls 7 li round. 800 families. Inns and shops. Market every 3 days. Valley 3 miles round. Supplies average. Camping ground.
	<i>Villages passed—</i>			
	HON-CHANG.			
	SHA-TZU-NING.			
22	CHIANG-HSI-P'U	L 70	1,100	Small village half-way up high mountains. 100 families. Good water. Supplies scarce. No camping ground.

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Inter-mediate.	Total.	
23	P'U-AN (HSIFN)	L 60	1,160	A ruined district town on a plateau. Walls 6 li round. 4 gates. Inns and shops, but not many supplies. Market. 900 families. Surrounding country fertile. 2 arched stone bridges over river.
	<i>Villages passed—</i>			
	SAN-PAN-CH'IAO.			
	AI-LA-PU.			
24	JUAN-CH'IAO-SHA.	L 40	1,200	Small village, surrounded by high hills. 30 families. Valley 4 miles round. No inns or shops. Water good. Camping ground. Supplies scarce.
	<i>Villages passed—</i>			
	CHIN-PU-WAN.			
	SHUI-TANG-PU.			
25	P'U-AN (TING) ...	L 60	1,260	A prosperous city in good repair. In low-lying valley with high hills on all sides except the south-west. Valley 15 miles round. 5,000 families in city, the walls of which are 10 li round. 4 gates. Inns and shops. Supplies plentiful. Water good from stream. Coal mines in vicinity. No longer on main road. Steep ascent to top of pass to junction with main road at next stage.
26	LIANG-T'OU PO...	L 20	1,280	Village on plateau. 50 families. On the new Peking-Bhamo road. Roads meet 4 li east of this place.
	<i>Villages passed—</i>			
	YING-LAO-KAN.			
	HO-U-YA-KON.			
	WO-LIN-PAO.			
27	I-TZU-KUNG ...	A 30	1,310	Town. 200 families. Halting place. Inns and rest house. Valley 6 miles round. Stone bridge here over the Pau-chiang river.
	<i>Villages passed—</i>			
	LUI-WEI-PU.			
	PING-I.			Boundary town between Kuei-chou and Yün-nan Provinces belonging to Kuei-chou. The river beyond forms the boundary, crossed by bridge.

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Intermediate.	Total.	
	SHEN-CHIN-KUAN.			In Yün-nan Province.
28	P'ING-I (HSIEN)	L 70	1,380	The first district town in Yün-nan after leaving Kuei-chou by main road. Walls 7 li round, partly on a hill. 4 gates. 1,000 families. Water from stream. Supplies limited.
	<i>Villages passed—</i>			
	YANG-I-SHAO.			
	TON-LOU-PAO.			
	ZAO-CHANG.			
	HIN-MUNG.			
	SHAO-TANG.			
29	PEI-SHUI (SSU)	L 60	1,440	Large village. 80 families. In small valley. Supplies scarce.
	<i>Villages passed—</i>			
	FENG-SHUI-LING	...	...	Watershed.
	AI-TZU-PAO.			
30	CHAN-I (CHOU)	A 55	1,495	Important commercial town, and meeting place of main trade routes from Hsing-i (Huang-tsao-pa) and Wei-ning. At north end of broad well-watered valley. Walls 7 li round. 4 gates. 2,000 families. Hills to north and east. Surrounding country swampy except on west side. Good camping grounds. Water supplies plentiful. Main route goes off at Ta-p'o-tang. Shops and inns.
	TA-PO-TANG.			
31	CH'Ü-CH'ING (FU)	A 30	1,525	Prefectural city half-way down valley to south from Chau-i. Walls 10 li round. 4 gates. Valley 50 miles round. Shops and inns. Pei-shui river flows south past city. 2,000 families. Walls in good condition. Valley fertile. Supplies and water plentiful. Good camping grounds. Roads south to Huang-tsao-pa and Tu-hung. Numerous wild-fowl in winter.
	<i>Villages passed—</i>			
	ZEN-TZU-P'O.			
	MIEN-TIEN.			
	TA-HAI-SHAO.			

No. of stage.	Names of stages.	DISTANCES IN LI.		REMARKS.
		Intermediate.	Total.	
32	MA-LUNG (CHOU)	L 85	1,610	On a plateau. Walls 7 li round. 4 gates. 1,200 families. Valley 6 miles in circumference. <i>Villages passed—</i> YO-CHOU-TANG. WO-HUNG-HSI. PEI-TA'PU. PAN-CH'IAO.
33	I-LUNG ...	L 90	1,700	Small town. 200 families. Halting place. Inns and shops. Surrounded by mud wall 3 li round. 2 gates. Valley 3 miles round. High hills on all sides. <i>Villages passed—</i> CHIN-CHAI. KUO-TZU-YUAN. ZAO-HUO-CHAI. HU-K'OU. PEI-LUNG-CH'IAO.
34	ZANG-LIN ...	A 60	1,760	Signifies "Poplar-tree grove." Small town with mud wall. 300 families. Inns. Lies at west extremity of extensive valley with large lake. Valley 20 miles round. Supplies and water plentiful. Good camping ground. <i>Villages passed—</i> CHAI-TSAI-T'ANG. HSIAO-SHAO TANG. TA-SHAO-T'ANG. Tso-WIE-SHAO.
35	PAN-CHIAO ...	A 43	1,803	Small place. 200 families. River and small lake or pond. Swampy. 200 families. Valley 9 miles round. River flows to K'un-ming Lake. Camping ground.
36	YÜN-NAN CITY...	A 40	1,843	For description see "Short Account of a journey in Yün-nan" by Captain Wingate.

SECTION OF PORTION
OF
CAPTAIN WINGATE'S ROUTE
THROUGH KUEI-CHOU PROVINCE.



MAP OF
KUEI-CHOU PROVINCE.

Prepared under the direction of Captain A. W. S. Wingate.

Scale 1 Inch = 50 Li or 15 Miles, approximately.



Intelligence Branch, Topo. Div., No. 2792
Exd. C. J. A., March 1900.

No. 1,677-I., 1900.

